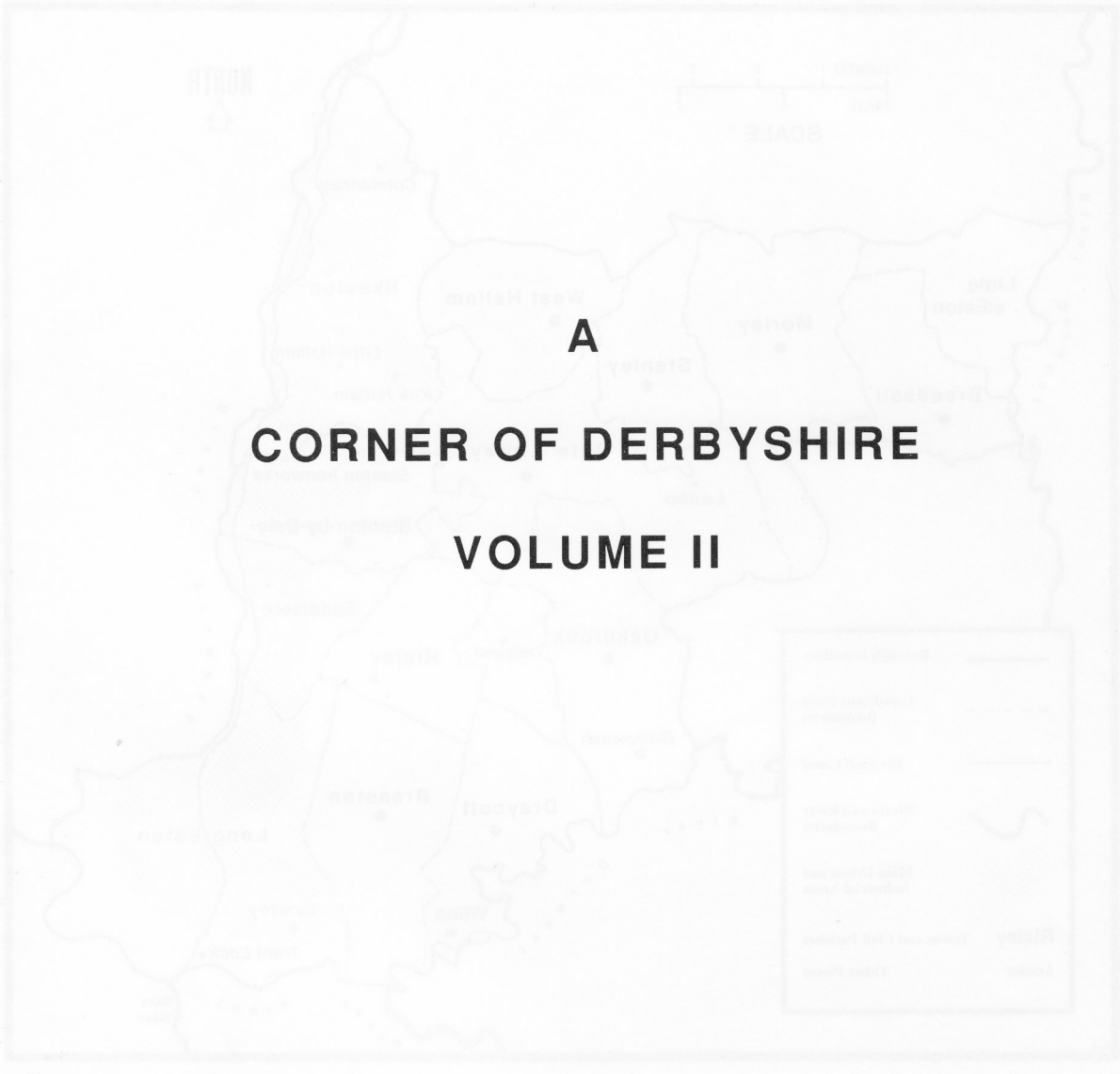
A Corner of Derbyshire Volume II

Historic Photographs of Towns and Villages within the
BOROUGH of EREWASH



A

CORNER OF DERBYSHIRE

VOLUME II

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Historic Photographs of Towns and Villages within the Borough of Erewash

Friends of Erewash Museum
1994

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This book was compiled and produced by the following persons from whose collections most of the photographs originate:

Alan Edwards of West Hallam
David Harrison of West Hallam
Andrew Knighton of Ilkeston
Nigel Overton of Erewash Museum
Keith Reedman of Long Eaton

INTRODUCTION

It is now ten years since the appearance of the first volume of historic photographs showing various parts of the Borough of Erewash. Anniversaries are regularly used as an excuse for a publication but those which are celebrated in 1994 with this booklet need no excusing.

It is one hundred years since the first picture postcard was published during September 1894 by E.T.W. Dennis of Scarborough; previously only plain cards had been permitted by the Post Office. It is fitting therefore that nearly all the pictures presented here have originated from picture postcards, mainly from the period before the First World War. None is, however, as old as one hundred years and it is unlikely that many local views were published before 1903. After this date a flood of cards was produced and not only the topography was shown, but also many local events were well-recorded until, in 1914, the war put an end to the flow. Local postcards have, of course, been published in fair numbers since then but their popularity in the Edwardian era has never again been achieved.

Today old topographical postcards provide us with an important historic record showing the development and changing appearance of the local area. As the publication of postcards has always tended to reflect the size of the potential market, towns are generally better represented than villages. This imbalance is reflected in the numbers of pictures within these pages. In rural areas postcard publishers tended to focus on landmark buildings, notably the parish church. In selecting views for reproduction in the book however, it became apparent that the village post office was another favourite. This no doubt reflects the fact that cards could be both purchased and posted from the local post office and owners were not slow to sell their own publicity.

Another important centenary is also celebrated this year. The Local Government reorganisations which took place in 1894 created both Urban and Rural District Councils as well as reorganising Parish Councils. Apart from Ilkeston (which was already a borough) and Long Eaton, all other parts of the Borough of Erewash became part of Shardlow Rural District – which later became South East Derbyshire Rural District. Long Eaton became an Urban District and the newly-elected Long Eaton Urban District Council first met on 31 December 1894. It was the LEUDC which successfully provided the services for a rapidly growing town to accommodate the huge changes in society and technology during most of the Twentieth Century.

Today the Borough of Erewash is in its twenty first year and there has been a Local Government Commission to enquire into the possibility of yet another reorganisation. It seems that at the date of writing Erewash will be unaffected, but a final decision is awaited. There is an obvious dichotomy in the Borough between the main population centres of Ilkeston and Long Eaton; separated as they are geographically they will never become one town but during the last twenty years the populations, which are virtually equal, have lost much of the cultural separation which being on or off the coalfield had engendered until a generation ago. The furniture and textile industries are a common feature and both towns are, whether we like it or not, satellites of Nottingham. This again brings into view the fact that the western villages of the Borough abut the City of Derby towards which their inhabitants look.

The Borough of Erewash is of age and becoming mature. It is hoped that this booklet, like its predecessor, will help to give the inhabitants, both town and country, a nudge towards a sense of one community.

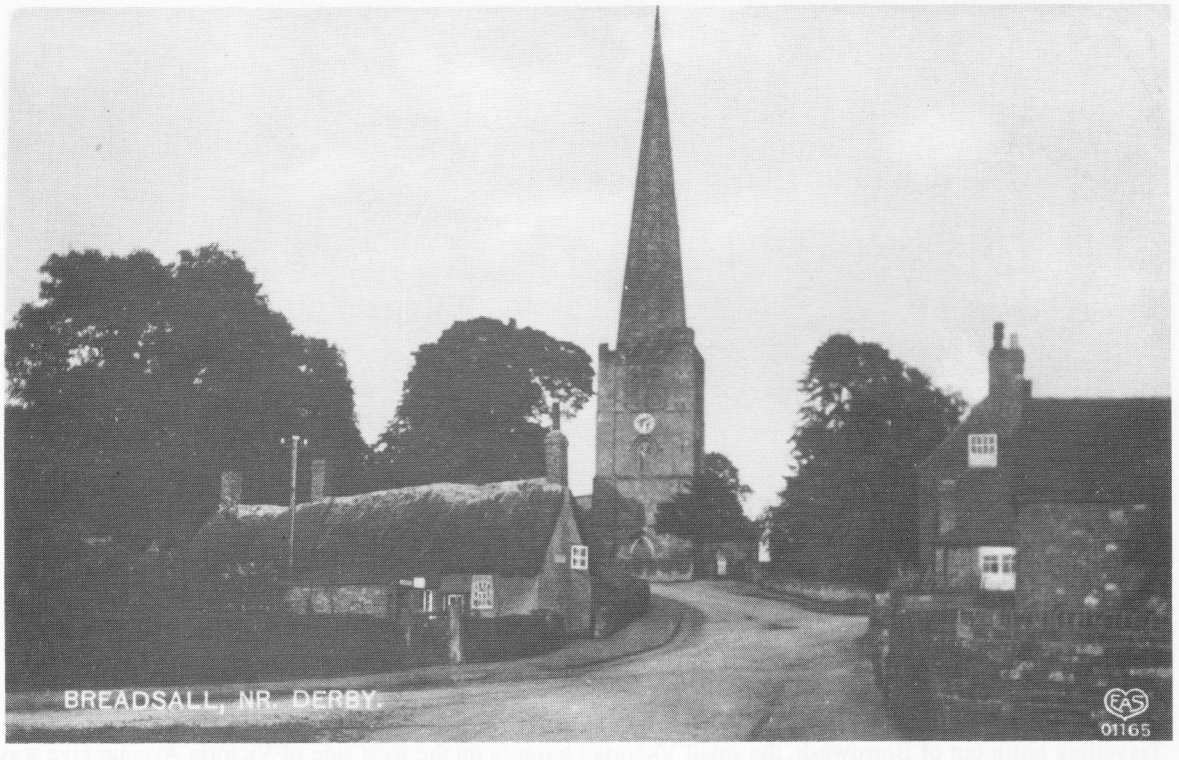
Keith Reedman

DALE ABBEY The east window of the Abbey church from the north east about 1905. The permanent foundation of the Premonstratensian Order at Dale Abbey dates from around 1195; the Abbey Church of St Mary was dedicated in 1204. After dissolution in 1538, the fittings and much of the fabric was removed. Elements can be found, re-used, in local churches at Radbourne, Chaddesden and Morley. The east window, is the best known surviving feature on the site. There are, however, extensive remains of low walls, footings, various earthworks and fragments including, notably, on the west side of the village, the remains of the gatehouse: To the south, *Abbey House* includes considerable Medieval masonry. Stone from the Abbey has been reused in buildings throughout the village and further afield.

BORROWASH Nottingham Road looking north west from near Shacklecross in the late 1920s. The Nag's Head, once known as the *Napper*, is the youngest pub in the parish being first licensed in the 1890s. The tall packing shed of William Barron's extensive local nurseries and, opposite, Billy Murden's (later John Bartlett's) garage, can both be seen in the middle ground where the road dips to Barnes' (now Barron's Bridge) over the Ock Brook. The nurseries are now built upon but the garage (now Bye-Pass Garage) survives. The two cottages seen beyond the garage stood at the top of the present Brook Road. The brick tower of the Methodist Church, dating from 1903, provides another landmark.

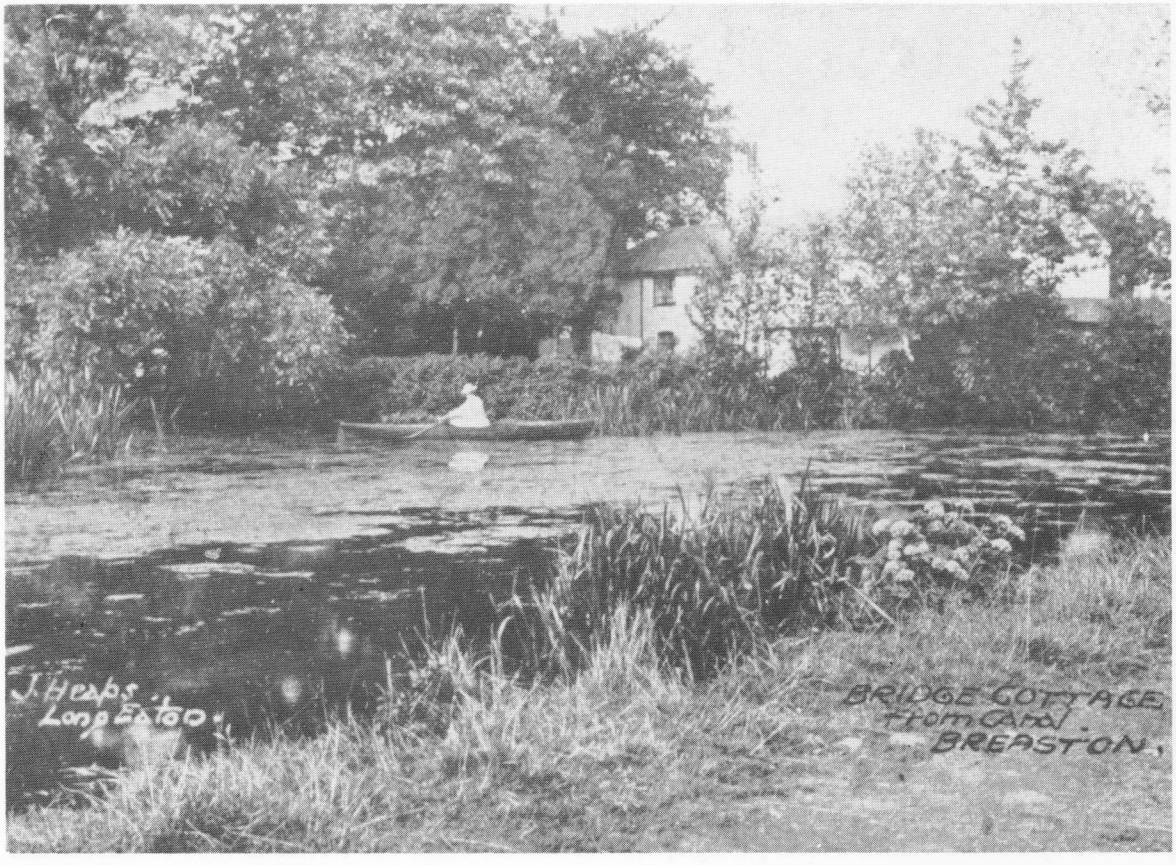
BORROWASH Charnwood Villas, Victoria Avenue and neighbouring properties, looking north c.1910. Travelling north out of Borrowash, the small Victorian terraces on the west side of Victoria Avenue give way to semi-detached villas and detached houses of the Edwardian period. The properties pictured are as built, complete with some stone-capped boundary walls, gate piers and iron railings. The distinctive pediment over the bay window nearest the camera identifies this as Covent Garden House (No 135), built at the entrance to Burnham's nursery. Eli Burnham and his son Arthur established the business in 1880 and Arthur's son Jack is the present proprietor. Eli had formerly been a gardener at Bloso House which stood on the opposite side of the road, hidden by the trees on the right. Charnwood Villas (Nos 137 & 139) were also built for the Burnham family. The original postcard bears a credit to Percy James who took over his mother's newsagent shop in about 1914.

BREADSALL Brookside c.1908. This tranquil scene is almost unchanged today. The cows are turning into the approach to Brookside Farm and serve as a reminder that early this century there were many active farms and small holdings within the village of Breadsall. By the 1960s they numbered around six and today there are none, most remaining outbuildings having been converted to residences. The stream to the left of the track is Boosemoor Brook which rises close to Breadsall Priory and joins Dam Brook to the west of the village on its way to the River Derwent.



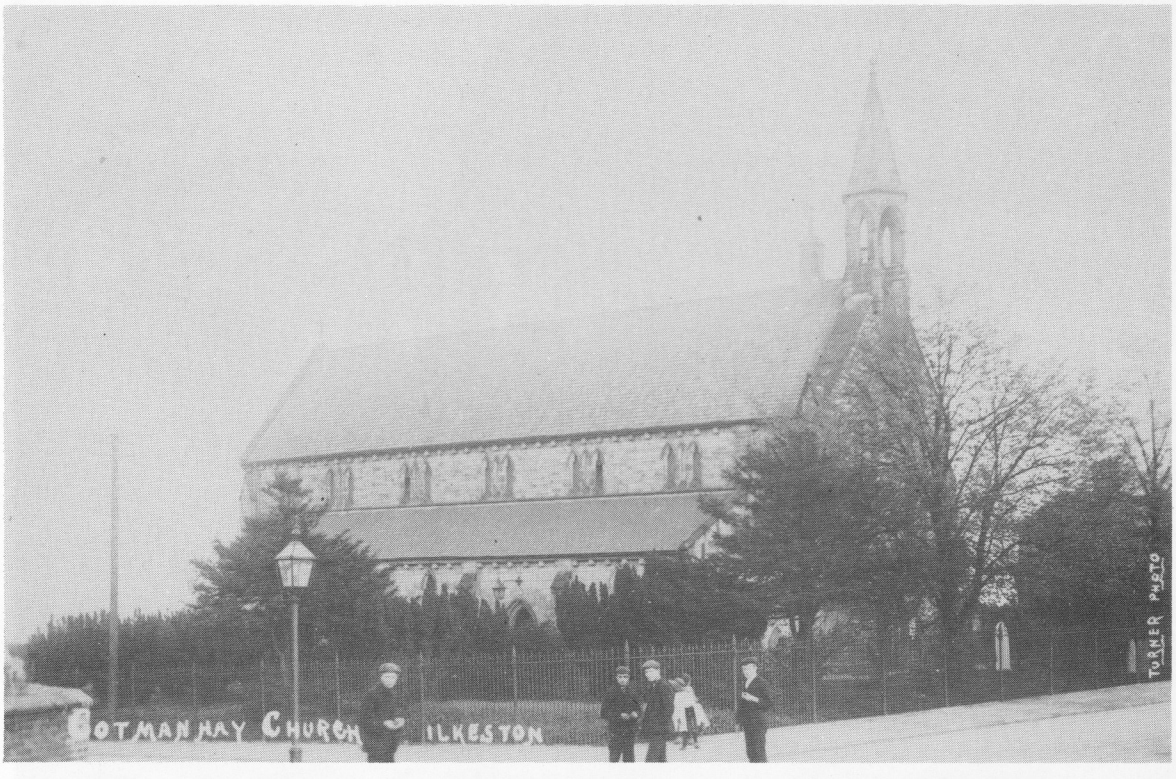
BREADSALL All Saints Church from Rectory Lane looking east c.1907. In *The Buildings of England,* Pevsner describes the church as having 'the finest steeple near Derby, C13 tower and slim, elegant, recessed, early C14 spire'. The south doorway is C12. Two catastrophes have overtaken the building. In 1837 the ceiling collapsed smashing the pulpit and several pews (fortunately not on the sabbath). On 4 June 1914 a fire, reputed to have been started by Suffragettes, resulted in the need for repairs including re-roofing, the replacement of some pillars and the strengthening of the tower and spire. The post-office on the left is today no longer thatched. In the first decade of this century, contemporary with this picture, the receiver of mail was Frederick Thomas Endsor – wheelwright, carpenter, joiner and parish clerk.

BREADSALL. Railway Station from the east c.1910. The station was on the Great Northern Railway line which ran between Derby and Nottingham. It lay to the south of the village on both an embankment and a curve. The line opened in 1878, first to goods traffic and then to passengers. The last passenger train ran on 4 April 1953 and the line officially closed on 6 May 1968. Up until the 1950s, there was no gas or electricity, even in the station master's house, only paraffin lamps. Today only traces of the platforms are left but the track bed forms a walkway for local residents.

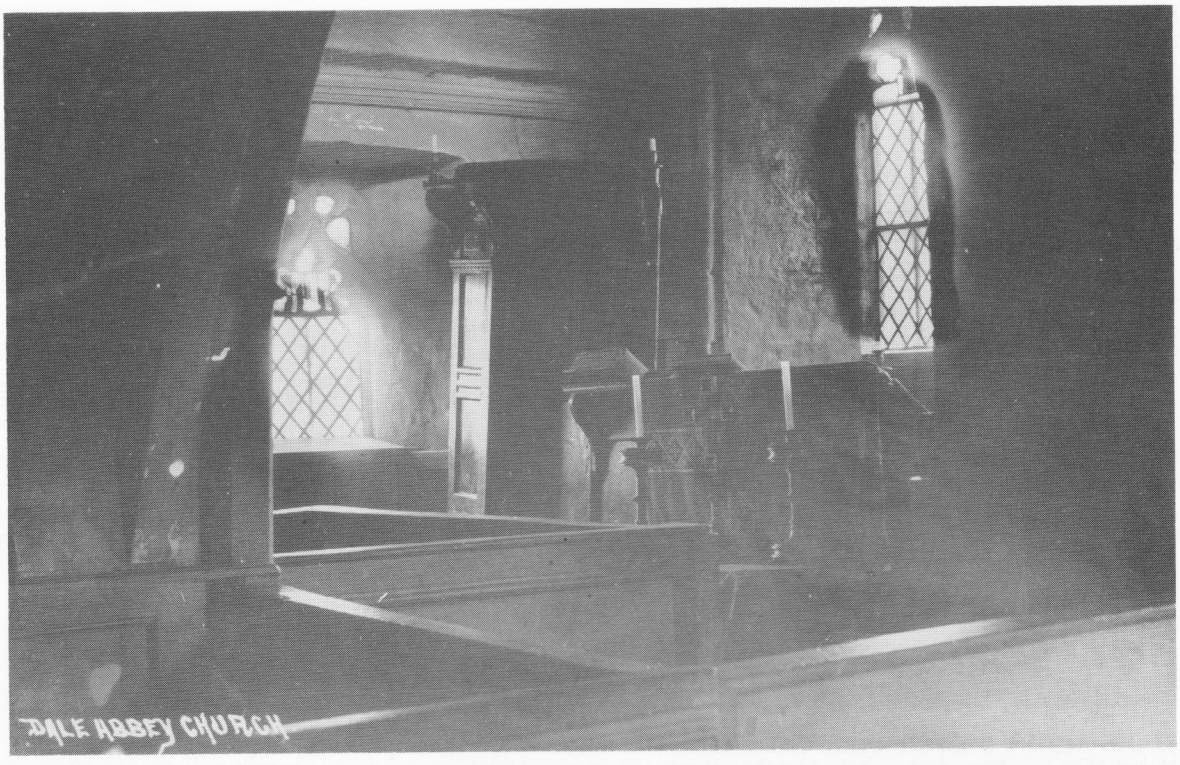


BREASTON The Derby Canal about 1920. The Derby Canal was quite wide here beside the Navigation Inn just to the west of the Risley Lane bridge. The house in the background is shown in many views of this picturesque and tranquil spot. The canal is now, sadly, filled in and much of the expanse of water is incorporated in the garden of the house. The Derby Canal was opened in 1795–6 and connected the Erewash Canal at Sandiacre with both the Trent & Mersey Canal and the River Trent at Swarkestone with a branch from Derby to Little Eaton. Navigation became difficult as the canal fell into disuse during the 1940s.

BREASTON Risley Lane, 1907. A view from the Derby Canal bridge looking towards the village. On the right is the Navigation Inn, a canalside public house much used by boat-people until canal navigation became impossible during the 1940s. There has been a recent proposal to re-open the canal, but only time will tell whether or not boats will again moor up by this *Navigation.*



COTMANHAY Christ Church, at the junction of Church Street and Vicarage Street, c.1905. A view published by Edward Turner, a local photographer. The church, which was erected in 1848 cost £2600 and was paid for by donations of £200 each from the Duke of Rutland and Alfred Miller Mundy, Esquire of Shipley Hall, subscriptions and Government grants. The requirement for a church at Cotmanhay arose from the formation of the ecclesiastical parish of Cotmanhay in 1845. The parish was formed from the parish of Shipley and part of the parish of Ilkeston. The church was demolished in the late 1980s owing to subsidence and replaced by a smaller church of modern design on adjacent land.



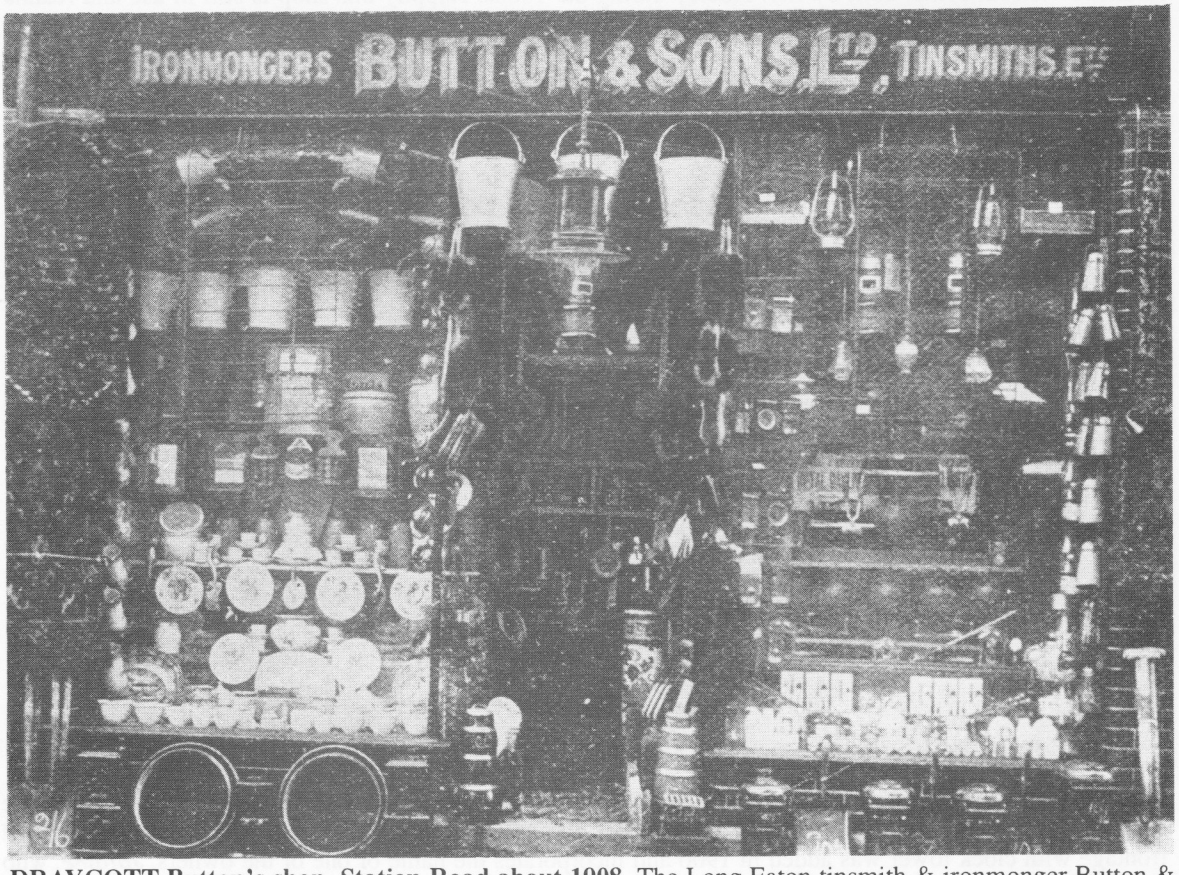
DALE ABBEY All Saints Church about 1908. This atmospheric picture of the interior shows the leaning pulpit, dated 1634 and the altar, which is a Jacobean cupboard, with the reading desk behind. The north wall has a Medieval wall painting and the font, which is the ancient Dale Abbey font, was recovered from Stanton Hall in 1884 where it had been used as a flower tub on the lawn. The church interior has remained unchanged over the last 350 years and still has early box pews, some with backs to the altar, and a gallery.

DALE ABBEY The *Hermitage* c.1905. The village in Victorian times, as today, was a local beauty spot favoured for outings from Derby, Nottingham and surrounding towns and villages. The ruins of Dale Abbey and the C12 *Hermitage* in front of which this photograph was taken were its main attractions. The clothing suggests that this was a charabanc party as the alternative was a train to West Hallam station and a two mile walk over the fields. The party would probably have gone on to Church House where Mrs Woods could provide refreshments for parties of up to thirty people.

DALE ABBEY from the south, before 1920. This unusual view encompasses a fascinating cross-section of Dale's history. The timber-clad building is Church House which is attached to All Saints Church, one of England's smallest churches. The arch of the east window of the ruined Dale Abbey can be discerned over the church and beyond that is a plume of smoke issuing from Dale N° 2 Colliery which closed in 1920. The Cat and Fiddle windmill can, with some imagination, be picked out on the horizon.

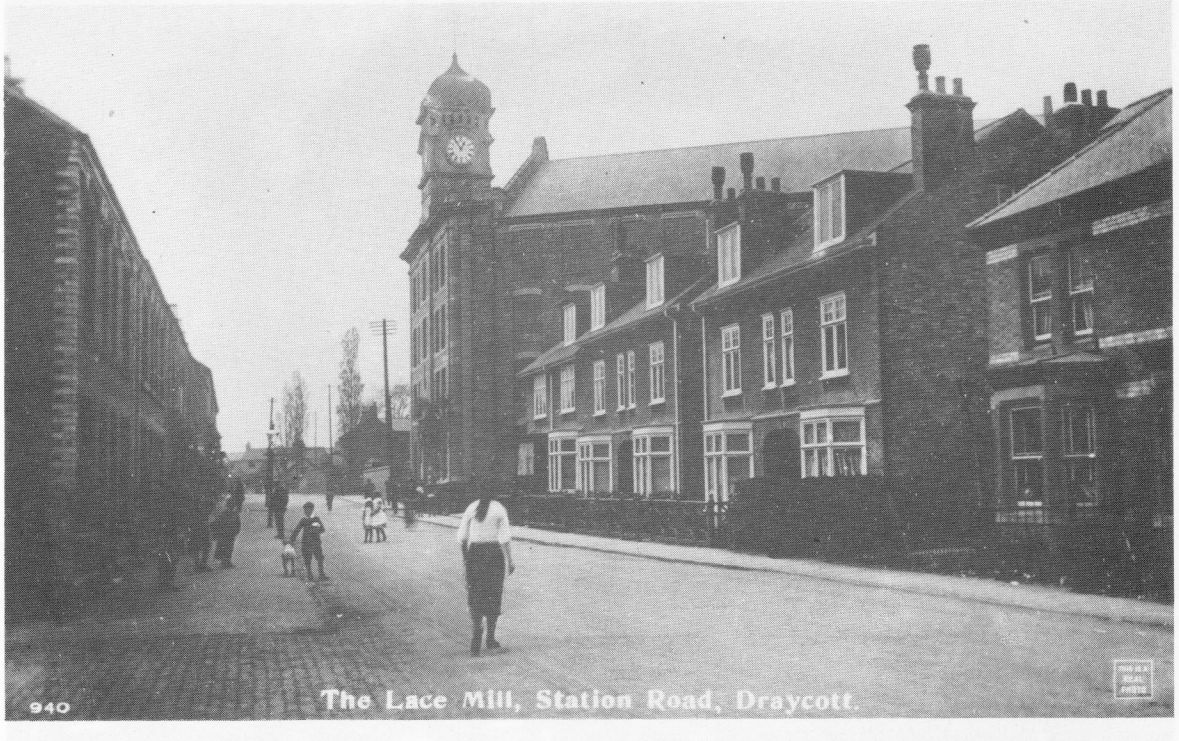
DRAYCOTT Victoria Road looking south c.1908. This view from the junction with Market Street is on part of the Roman Road from Derby (Little Chester) to Sawley and was, in the Roman manner, more or less straight. In the centre distance of this picture the main route now bears left towards Breaston, but the old road is quite clearly straight on to Sawley. The street on the right is Victoria Avenue.

DRAYCOTT Market Street looking south from Hopwell Road, c.1908. The terrace of houses on the left look much as they do to-day. The Co-operative store on the near end of the terrace has been demolished. In 1905 the Draycott Co-operative Society amalgamated with the Long Eaton Society and the store became Branch Nº 14. The three storey Edwardian shops on the right are still a very attractive feature of this area.



DRAYCOTT Button's shop, Station Road about 1908. The Long Eaton tinsmith & ironmonger Button & Sons had two shops in Long Eaton and this branch in Draycott during the early years of the C20. Each was set out with this same orderly clutter of buckets, mash-cans, shovels, hurricane lamps and crockery. These treasure houses had their own curious particular smell and supplied specialist tools for all trades. Loose nails would be weighed out from a hessian sack by a man behind the counter. Pre-packs from vast impersonal crinkly-tin *trade* warehouses are never the same.

DRAYCOTT Station Road c.1905. This quite delightful shop is evidently the first of a row of shops on the north side of Station Road more or less opposite Fowler Street. In the background on the left can be seen Jardine's *Victoria Mills*, built by E.T. Hooley during the 1880s. Happily this shop is still in use and retains much of its fine decorative cast iron colonnade. William Topham was a draper and grocer.

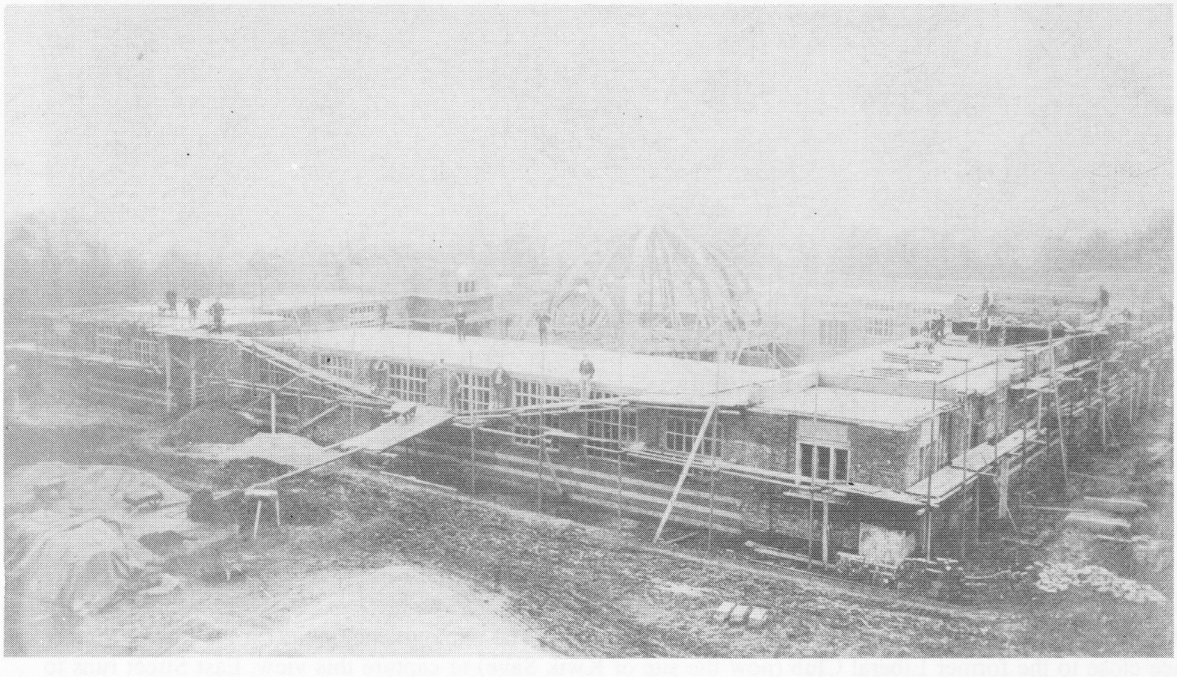


DRAYCOTT Station Road looking to the northwest, c.1908. The large tenement lace factory in the centre of this picture is *Victoria Mills,* built by E.T. Hooley and others between 1888 and 1907. The Station Road frontage with clock tower was added in 1906 and incorporates the name of one of the owners, *Jardine,* who was the largest of the Nottingham lace machine manufacturers. The factory was described in 1907 as 'one of the largest lace factories in one block in the world' being 616 feet long, of 4 storeys and having 228 windows. The factory is now a *Grade II Listed Building*. This view to the east shows Station Road from the direction of Breaston with Fowler Street to the left. The scene is largely unaltered, the main differences being the road surface and the railings to the houses on the right. The sign of *Parry*, manufacturers of electrical components now obscures the original *Jardine* name on the tower below the clock.

ILKESTON Carnegie Free Library, Upper Market Place, c.1904. The Ilkeston Public Library was one of 423 libraries in England and Wales, and 2811 worldwide, to be built as a result of a donation from the Scottish/American millionaire industrialist and philanthropist Andrew Carnegie. The building, opened on 24th August 1904 by the Marquis of Granby, was to a winning design by Belper architects Messrs. Hunter and Woodhouse. The Duke of Rutland had been due to open the Library and receive the Freedom of the Borough but due to ill health his son the Marquis accepted the honour on the Duke's behalf. The library is now a *Grade II Listed Building*. Today the facade is largely obscured by mature trees and it has lost its triangular pediments, removed some years ago when they became unsafe. Iron railings have been erected in front of the building as part of the recent refurbishment of the Market Place.

ILKESTON The top of Bath Street, looking north in 1905. The photographer stood on the Lower Market Place close to the former Liberal Club (now the site of Kwik Save) to capture this view. East Street runs to the right behind the spectating group with the Borough Arms beyond. Opposite stands the rebuilt Harrow Inn (now known as the Roundhouse). This was then a relatively new building having been reconstructed in 1896. It replaced the Old Harrow Inn which was demolished to widen the top of Bath Street in order that the proposed new tramcars could negotiate the sharp turn into the Lower Market Place. The tram lines and supporting columns for the electricity supply wire were installed in 1902–03. The columns were probably originally painted chocolate and french grey although it had been the intention to paint them chocolate and cream like the trams themselves. The Ilkeston Borough coat of arms can be picked out on the column pedestal nearest the camera. A crested electrical supply box, dating from the same period, survives on the Market Place alongside the telephone kiosk.

ILKESTON Philip Bacon's shop, South Street before 1900. A late C19 photograph of 54 South Street, the shop premises now occupied by Ashley Peake giftware. It is not immediately obvious that the old shop has survived. The brickwork has been painted and the shop front has been redesigned. The first floor windows, however, remain largely as pictured. West Street, to the right of the picture, survives but without the thatched cottage. Philip Bacon, a grocer and beer retailer, whose name appears on the board above the doorway, occupied the premises for many years but by about1904 had been succeeded by his wife Mary.



ILKESTON Ilkeston County Secondary School in 1912. The school was built to an unusual design by George Widdows, the architect to the County Education Authority, and contrasts greatly with the Long Eaton County Secondary School which Widdows had designed two years earlier. It was argued that the Ilkeston layout improved ventilation and would encourage good health among pupils and teachers alike. The original building, shown here under construction, was opened by King George V and Queen Mary on 25 June 1914. At the same time their Majesties opened the adjacent King George Avenue. The King's Picture House on Bath Street, constructed between 1914 and 1915, was also named in honour of their visit. The school, later renamed Ilkeston Grammar School, is now the focus of Ilkeston School and enjoys *Listed Building* status.

ILKESTON John Newton's shop, Bath Street during the First World War. John Newton ran his saddlery business from this shop which stood below the Poplar Inn, on the west side of Bath Street. Pictured outside are female window cleaners which helps to date the view to the time of the First World War, probably after the introduction of conscription in 1916 when most fit and able-bodied men had been called-up to fight and women stepped in to perform jobs traditionally carried out by men. The metal grating over the cellar light still survives in the pavement opposite Taylor's Corn Stores, and provides a convenient point of reference. The premises, like many on Bath Street below Station Road, is currently unoccupied.

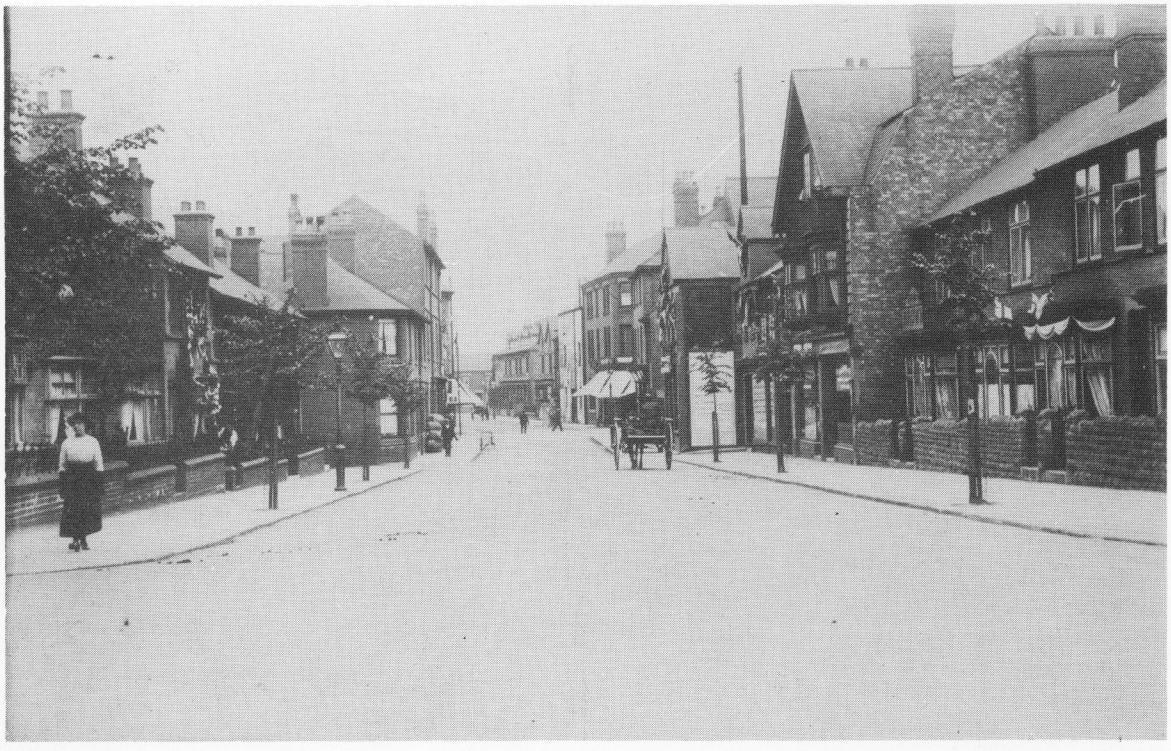
ILKESTON Godber's butcher's shop, 70 Bath Street in the early 1920s. This shop, which stood at the junction of Chapel Street with Bath Street was demolished in 1960. The replacement premises, currently occupied by Wilkinson's hardware store, was set further away from the pavement edge. This was in anticipation of a proposed widening of Bath Street, further evidence of which is to be found below Wilkinson's, between Chapel Street and Station Road. A number of properties, including the former Marks & Spencer and British Home Stores, were built with false front extensions to enable this road widening to take place at a later date without major alterations. Today, the complete pedestrianisation of Bath Street between Chapel Street and the Market Place is in progress having been the subject of much local debate.

ILKESTON Ilkeston Hospital, west side of Heanor Road, 1903. A postcard view of the former hospital published by J. Valentine & Sons. The hospital was opened in 1893 and replaced the old cottage hospital on Station Road. This building, located opposite Granby School at the junction of Charlotte Street and Heanor Road was itself replaced in the late 1980s. The premises survives in use as a private nursing home. Sadly, the words *Ilkeston Hospital*, which had been displayed in relief on either side of the front door, have been crudely removed although the letters can still be discerned. The foundation stone was salvaged and removed to the new Ilkeston Community Hospital, a little further north along Heanor Road, where it awaits re-display on the site.

ILKESTON Victoria Park, with Drummond Road beyond c.1919. Victoria Park was formally laid out and opened in 1902 although the Duke of Rutland had given the land to the town in 1897 in honour of Queen Victoria's Diamond Jubilee. The first event to take place there was a huge bonfire to commemorate the Queen's 60 years on the throne. One condition of the Duke giving the eight acre site was that no adult football or cricket matches were to take place, a condition still observed today. The robust play equipment was supplied by Messrs Spencer, Heath and George Ltd of London and was erected in 1912 on what is now a car parking area. The semidetached villas in the background, N^{os} 19 & 20 Drummond Road, were built in 1905. Only one of them now retains its original frontage.

ILKESTON Upper Market Place, looking south, 1904. In 1252 Henry III granted Ilkeston a charter to hold a weekly market and an annual fair. Until the late C19 the Town's market was centred on the Lower Market Place. Between the 1850s and 1870s Ilkeston's first National schools stood where the market stalls and steam gallopers are pictured but when a larger school was built, on land to the south of St Mary's church, the old school buildings were soon demolished and the present market area was established. In the background, from left to right, can be seen the Church Institute, the Library and the three gables of the Ilkeston Co-operative Society building, elegantly decorated with faience, all of which survive.

ILKESTON Catholic Church of Our Lady and St Thomas of Hereford, Nottingham Road, c.1925. Although work began on the new church in 1922 it ceased after the completion of the section fronting Regent Street as funds ran low. It was not until 1925 that interest was re-kindled to try to finish the church and this postcard was probably published in support of the work. When the shell of the building was complete the wall separating the first and second portions was demolished. The presbytery stands behind the trees on the right. At the far end of Regent Street can be seen part of a small terrace of houses on Stanton Road (N^{os} 32 & 34). The taller chimney and larger buildings also just in view form part of the Belper Street lace factory owned by F.C. Mason Ltd.



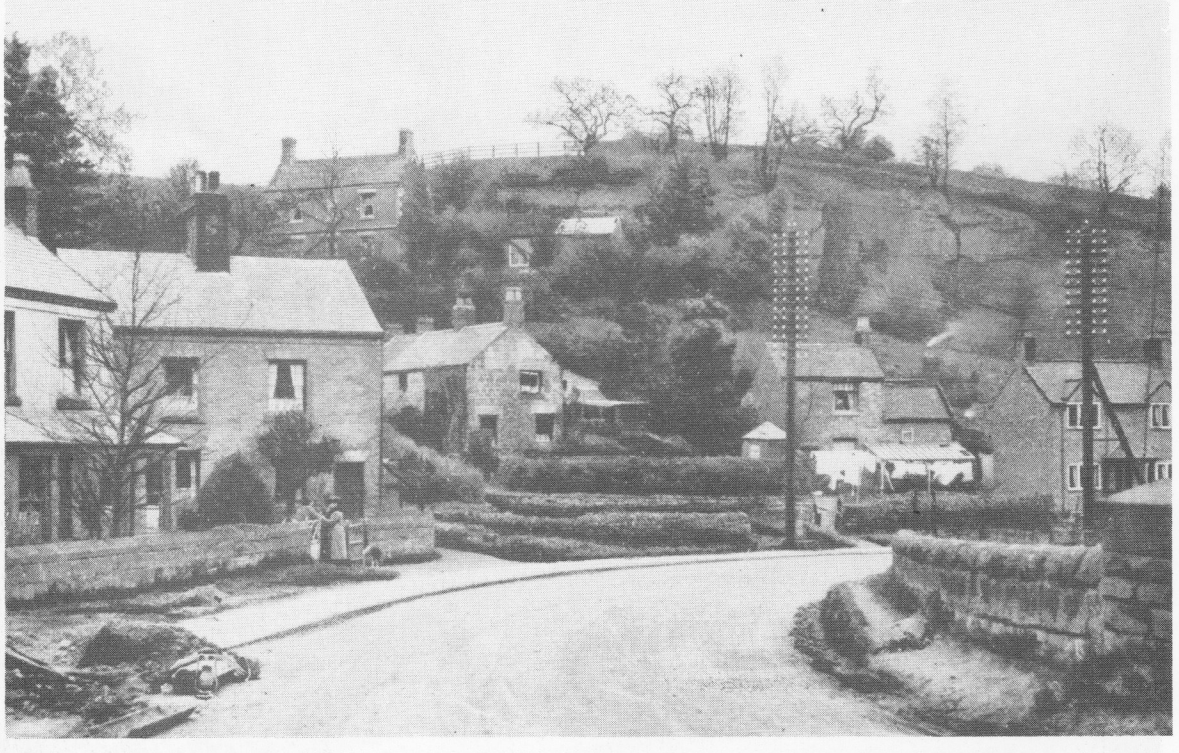
ILKESTON Pelham Street looking east from Lord Haddon Road, 1910. A streetscape little-changed today with bunting flying in celebration of King George V's Coronation. The terrace of houses on the right dates from about 1909. It now adjoins Granby Motors Ltd, a motorcycle dealer, but when photographed its neighbour was Seaman, a local photographer whose name still survives in tessarae in the shop entrance. Just beyond, closer to the road, is the Central Hall which was built in 1899 and now houses a bookmaking business. Several of the houses on the opposite side of the road were later converted to shop use. The two young trees closest to Pelham Avenue have survived to maturity. Stamford Street can be seen beyond the junction of Pelham Street with Bath Street.

KIRK HALLAM Vine Farm, north side of Ladywood Road, 1903. Vine Farm has now been redeveloped and is the site of Vine Farm Close. The photograph shows Mr Reeves, the owner, in the foreground with his son George next to him. Later Vine Farm was owned by the Parkin family.

KIRK HALLAM Interior of All Saints Church, Ladywood Road, 1903. A view taken by Joe Wright, a local photographer and postcard publisher, whose main occupation was as a barber in Ilkeston Market Place. The church, which has origins in the Norman period, was extensively restored in the mid C19 by the vicar of that period, Rev C.J. Newdigate who, according to a contemporary report, replaced many of the 'unsightly fittings' of the previous century. He was also responsible for the construction of the porch.

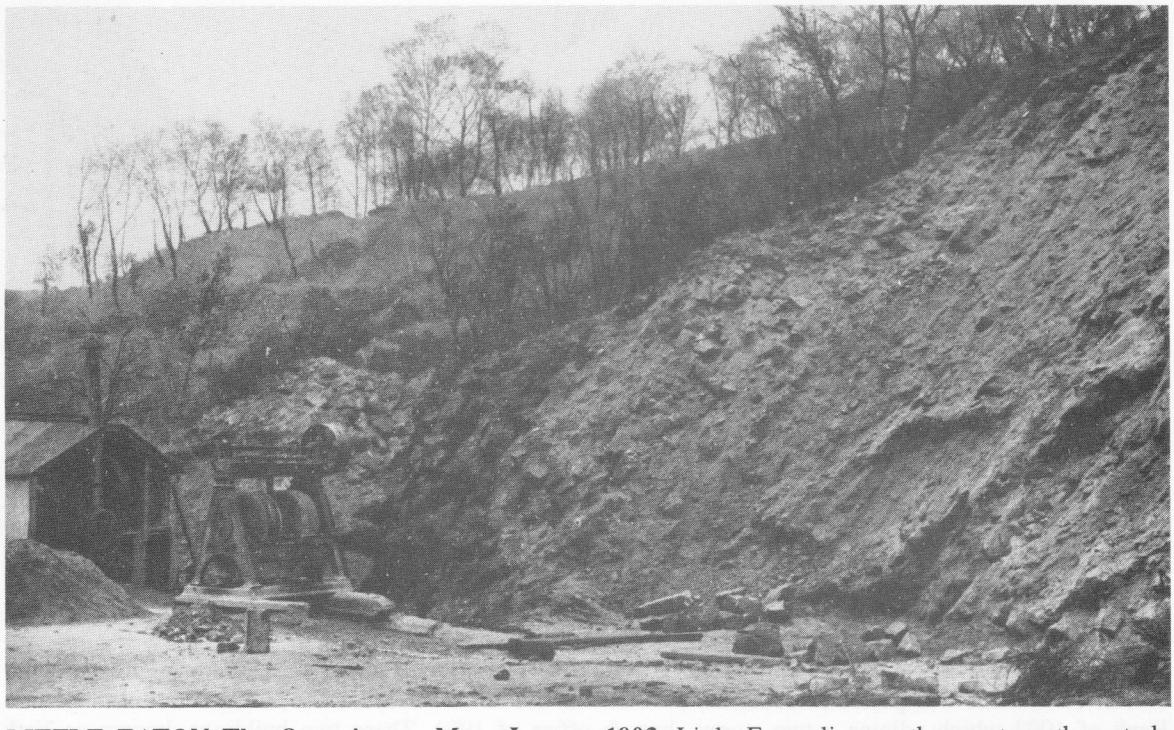
LITTLE HALLAM Little Hallam Hill looking west, 1931. A view down Little Hallam Hill with *The Gables* prominent to the right. In the distance can be seen the railway bridge which carried the Stanton Ironworks branch of the Great Northern Railway line. The wall on the right is made of slag from one of the local ironworks, probably Stanton, a common local usage of this cheap and plentiful material.

LITTLE EATON Alfreton Road Toll-house and Gate c.1904. The Alfreton to Derby Turnpike ran through Little Eaton and had two toll-houses, one in the north near to Jack o' Darley's bridge and the other, pictured here on the site of the present 52 Alfreton Road. The gate pillars were a fairly standard design and two of them are re-used in a field entrance near to the Bridge Inn at the end of Eaton Bank. The *Royal Mail* and *Quicksilver* coaches ran over the road on their way between Sheffield and Birmingham.



LITTLE EATON Main Road, looking west from Jack o' Darley's bridge, c.1903. This postcard was published by A & F. Hicks of the post-office in Little Eaton. The scene has changed considerably today, the cottage with the centre chimney stack to the left of the picture having been demolished to accommodate Barley Close Terrace which runs through to The Town and along which the more recent house building in the village has taken place. The cottage to the right has also gone having been replaced by modern bungalows but fortunately the village pound in front has resisted the ravages of modern development and survives, perhaps uniquely, in use as an allotment.

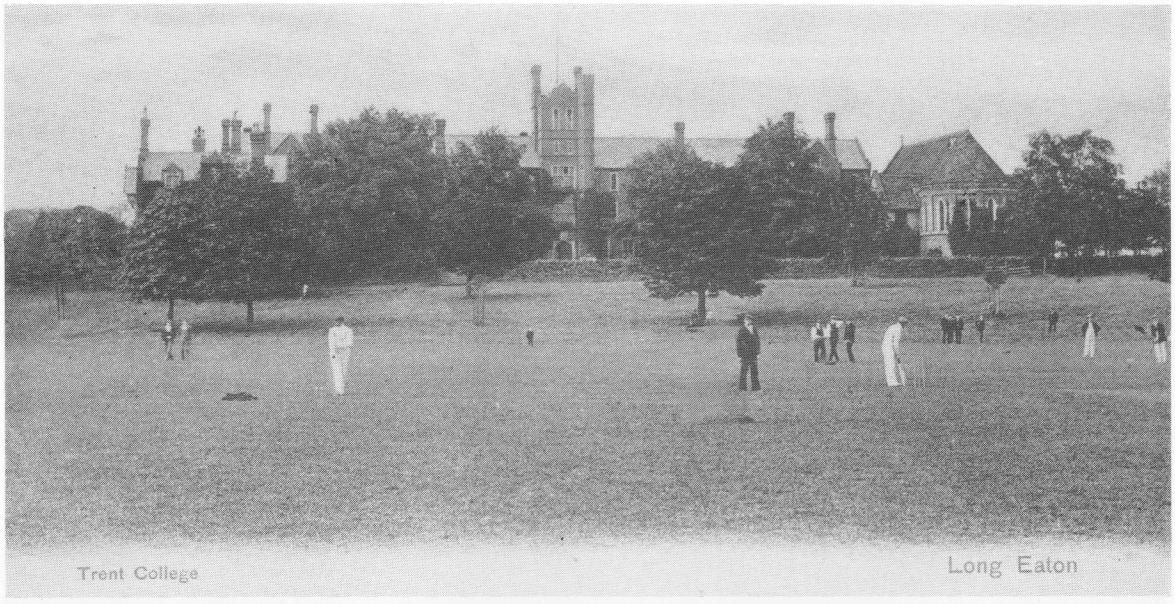
LITTLE EATON Canal Wharf off Duffield Road opposite New Lane, c.1904. The canal wharf was the transfer point between the Little Eaton Gangway and the Derby Canal. The Gangway, opened in 1793, was used for transporting coal in horse-drawn railway wagons from Denby, Horsley and Smalley. At the wharf, the body of the wagon was transferred into a canal boat by the crane illustrated above – an early example of containerisation. Each boat carried between 10 and 16 wagon bodies of coal or other local products to Derby and often returned with night soil for agricultural use.



LITTLE EATON The Quarries on Moor Lane, c.1903. Little Eaton lies on the most south easterly extension of the Derbyshire gritstone and quarrying of this stone was an important industry in the past. The mineral was put to a variety of uses such as water cisterns, kerbstones, grindstones and whetstones. Some was of a quality which could be used for roofing stone and paviors. Dressed stone from this site was used in the building of Birmingham Town Hall and Trent Bridge in Nottingham. The quarry in Rigga Lane was at one time owned by T. H. Barton, founder of the well-known Beeston based bus company.

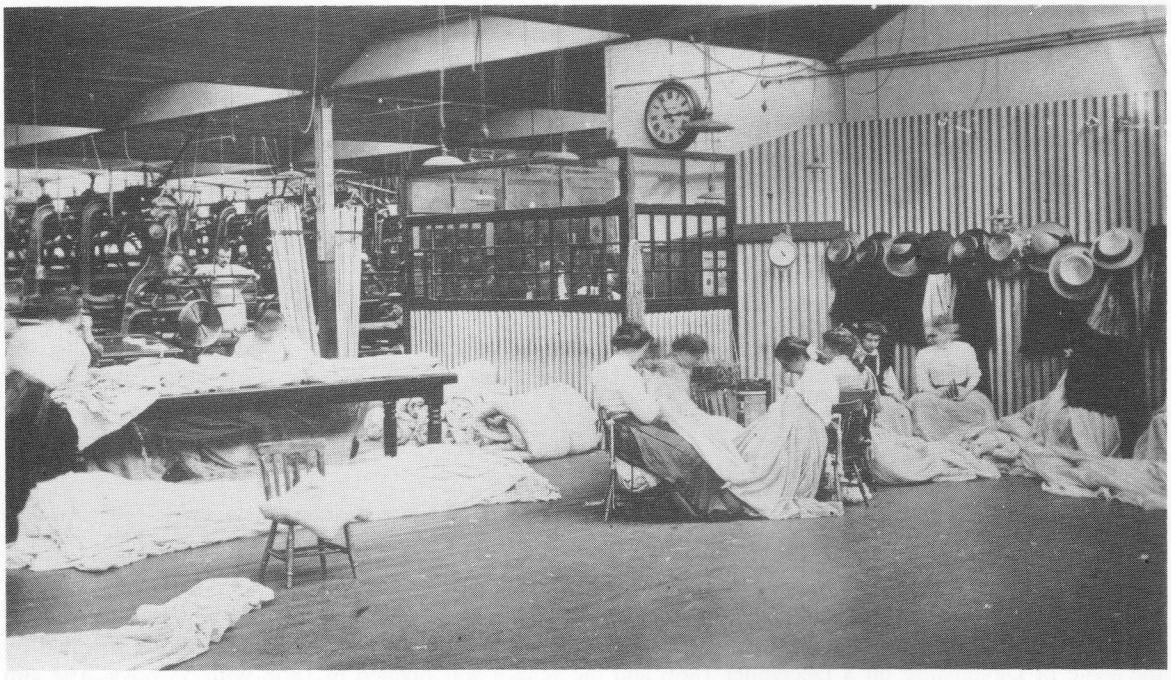
LOCKO Locko Park, south east elevation, c.1907. Locko Park is in the civil parish of Dale Abbey but in the ecclesiastical parish of Spondon. The mansion has been home to the Drury-Lowe family since 1747. The present building dates mainly from the 1720s and is believed to be the work of Francis Smith of Warwick. In the 1850s the Italianate tower was added by Derby architect Henry Stevens as part of a major, largely internal, remodelling of the house. The single storey wing, left, contains a chapel of 1669.

LONG EATON Market Place viewed from The Green, 1904. There are three very new buildings shown on this card which was posted in 1905. On the left with the tall chimneys is the Midland Counties District Bank of 1903 which adjoins a two storey shop & office of 1901. These two buildings, known as York Chambers, are splendid examples of Arts & Crafts architecture by architects Gorman & Ross and are *Grade II Listed.* The old building in the foreground is part of the Trent Brewery, owned by the Marshall family. The building on the right with the three gables is the Nottingham & Nottinghamshire Bank, also built in 1903. In the right foreground is a vacant lot awaiting development – but not for long – as by 1906 Oxford Buildings had been erected on the site.

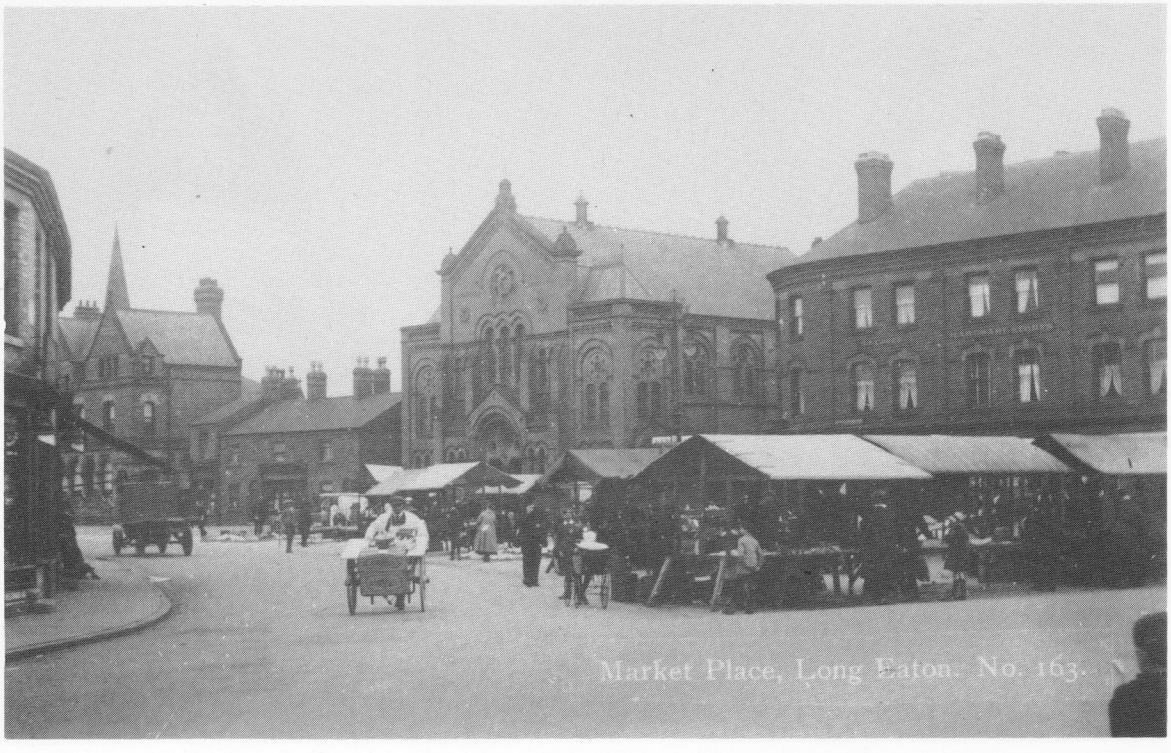


LONG EATON Trent College, Derby Road, 1903. Apart from the maturing of the trees, this view is the same now as in the early C20 when the picture was taken.The foundation stone of the college was laid by the Duke of Devonshire on 3 December 1866 and the school was opened in 1868 with 53 boys. The aim of the school was to provide a cheaper boarding school education for boys than at Repton and where the faith of the Church would be taught unaffected by the influence of Canon Woodard and the Oxford Movement. The school's founder was Francis Wright of the famous Nottingham banking family. A chapel, on the right of the picture, was added to the college in 1875. Since then many other additions have been made including, from the 1970s, provision for girl pupils.

LONG EATON County Secondary School football team, 1918. On the right stands Samuel Clegg, headteacher, along with the team on the school entrance steps. Samuel Clegg became head of the school when it was opened in 1910 after having been in charge of the pupil teachers' centre in the town. He was the son of the headteacher of the Baptist school in Sawley and has been recognised as an eminent educator. Among the pupils in the team is Harry Godwin (standing front left) who after leaving the school entered Cambridge University where he continued as an outstanding biologist, becoming an FRS. After a distinguished career he received a knighthood in 1970. Seated left rear is Wilfred Skinner who became well-known in Long Eaton as both a churchman and accountant. Seated on the right rear is Noel Bestwick and also seated, front row second from right, is Lakin Taylor.



LONG EATON A lace factory before the First World War. In the background on the left can be seen Leavers lace machines with a twist hand (operator) posing for the photograph. After manufacture the lace was removed from the machine and any defects mended by hand. This work was traditionally done by women either in the factory as seen here or at home by outworkers. It was, until recently, a common sight to see a woman in the street pushing a pram loaded high with a bundle of lace. This factory is typical of the, then modern, single storey factories such as Oakleys Mills. Mending is now carried out by machine.



LONG EATON Market Place viewed from the south during the 1920s. The market was first authorised and regulated by the Long Eaton Local Board in 1881 but a market must have pre-dated that as the name Market Place was used in the 1861 census. At that time none of the buildings in the picture existed, apart from the church spire just showing on the left skyline. Centrally, the Mount Tabor Methodist church dominated the area, having been built in 1884 to replace a smaller chapel on the site, but it too was demolished in 1960 to make way for the present shops and offices. In front of the church stands a bank of 1889, now the Halifax Building Society. This is another *Grade II Listed Building*, having been designed by the famous Nottingham architect Watson Fothergill. The market itself was moved to a new location off Beaconsfield Street in 1973.

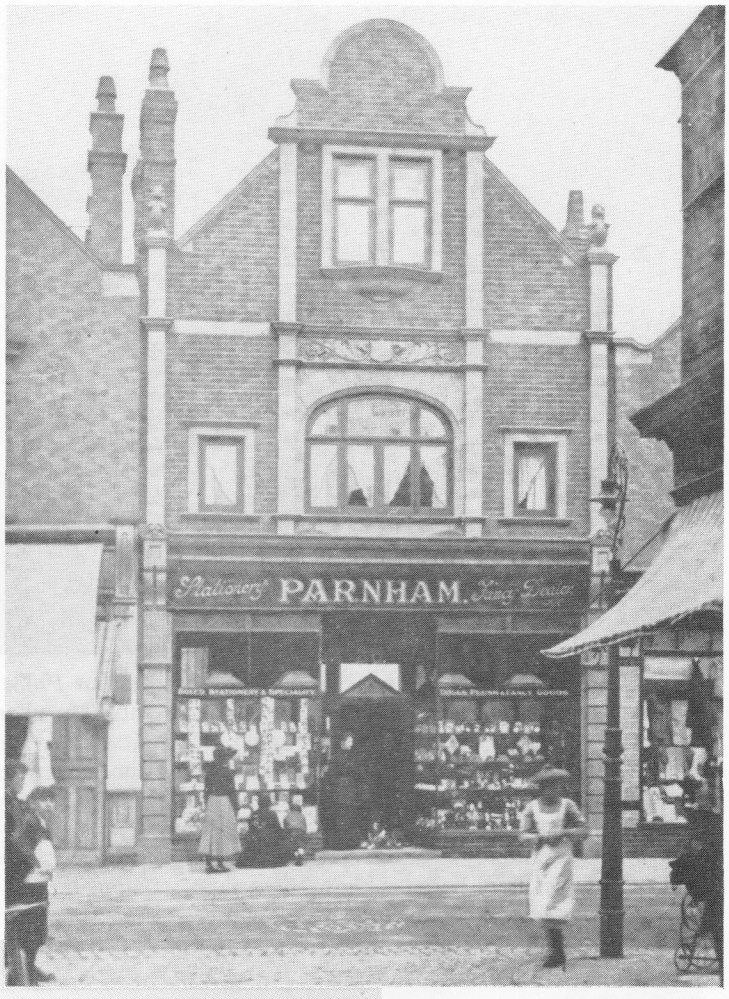
LONG EATON The Carnegie Library, Tamworth Road, about 1906. The library, opened in 1906, is one of Long Eaton's best-known buildings. It is an outstanding example of early C20 Arts & Crafts architecture and is *Listed Grade II*. The grounds have now matured and are kept in beautiful order by Erewash Borough Council. Not only was the library funded by a grant from the Scottish-born Andrew Carnegie, but the building was also designed by the Scottish-born, Long Eaton architects Gorman & Ross.

LONG EATON Vint's Picturedrome, Derby Road about 1912. This is the St James Theatre, built in 1907 as can be seen from the date-stone on the front, but with the advent of the cinema it became Vint's Picturedrome in 1912. The theatre had stalls, circle and gallery as well as boxes and the usual stage and dressing rooms at the rear. The architect was C.R. Ross who, in association with J. Gorman produced some of the town's finest buildings. This one unfortunately caught fire in 1934 and the auditorium was destroyed. Re-built shortly afterwards, it was given a typical 1930s *Art Deco* frontage and re-named the Scala. More recently it was converted to a bingo hall but this use ceased in the early 1990s. As often happens in an empty building, fire again took hold and has destroyed the stage area. The publisher of the postcard from which this picture is taken was obviously unimpressed with the view to the right and had an imaginary row of houses drawn in.

LONG EATON William Brentnall's butcher's shop, 67-69 Market Place, 1904. This *Christmas Show* illustrates the extent to which retailers would go for an eyecatching publicity display. No highly regulated hygienic refrigerated displays in those days and perhaps it was a good thing that it was mid-winter. William Brentnall and his brother George are among those pictured. The Brentnalls had a long association with the town as butchers from the 1870s until the 1950s. The shop at 67 is still a butcher's having been in the hands of Frank Barker during the mid C20.

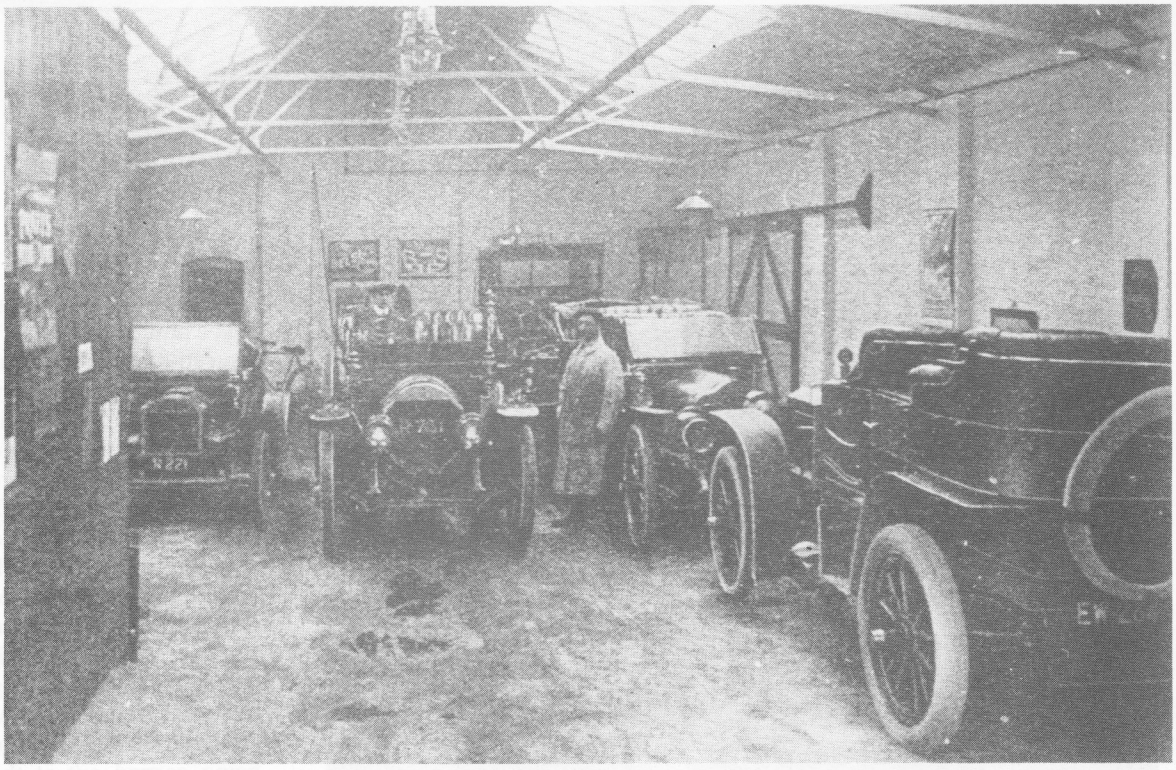
LONG EATON High Street, west side about 1924. The three storey block, which was built about 1880 as shops with living accommodation above, still exists, but the nearer buildings have all been demolished since the 1950s. The nearest shop was the bicycle and sports goods shop of Mr S.T. Parker who was also the Registrar of Marriages; next was E.C. Lewin, picture frame maker followed by Thomas Smith, furniture dealer and William Smith, herbalist. The next block contained A. Mellors, fruiterer; Jane Rockley, wardrobe dealer and Florence Grebby. The three storey building contained Kate & Millie Mart, confectioners; J. Harby, milliner; James Chattell, umbrella maker and Eales the jeweller. The Old Crown, known locally as the *Corner Pin* completed the row up to the Market Place where the Midland Bank can be seen in the distance.

LONG EATON 20 High Street, c.1910. Here is an interesting building of 1904, erected to the design of Long Eaton architect John Dodd for H.D. Houghton, a lace manufacturer. The shop was constructed of brick with terracotta dressings and with the interesting feature of a pair of lions surmounting the pilasters either side of the gable. These are not shown on the original design. The shop had living accommodation and it appears that the first tenant was William Parnham, bookseller & stationer who appears to have left by 1912. It was then occupied by Rowells, but not for long as by 1916 they had moved next door (left in picture) into the former Derby Drapery Company's shop, a position they still occupy. The DDC's name, however, is still set out in tessarae on the threshold. Also by 1916, the first floor had become the offices of Knowles & Blythen, later Stanley Blythen, accountants, whose sign still appears. For many years the shop was occupied by the Ideal Furnishing Company but it is now called *Hyper* and is under the same ownership as Rowells.



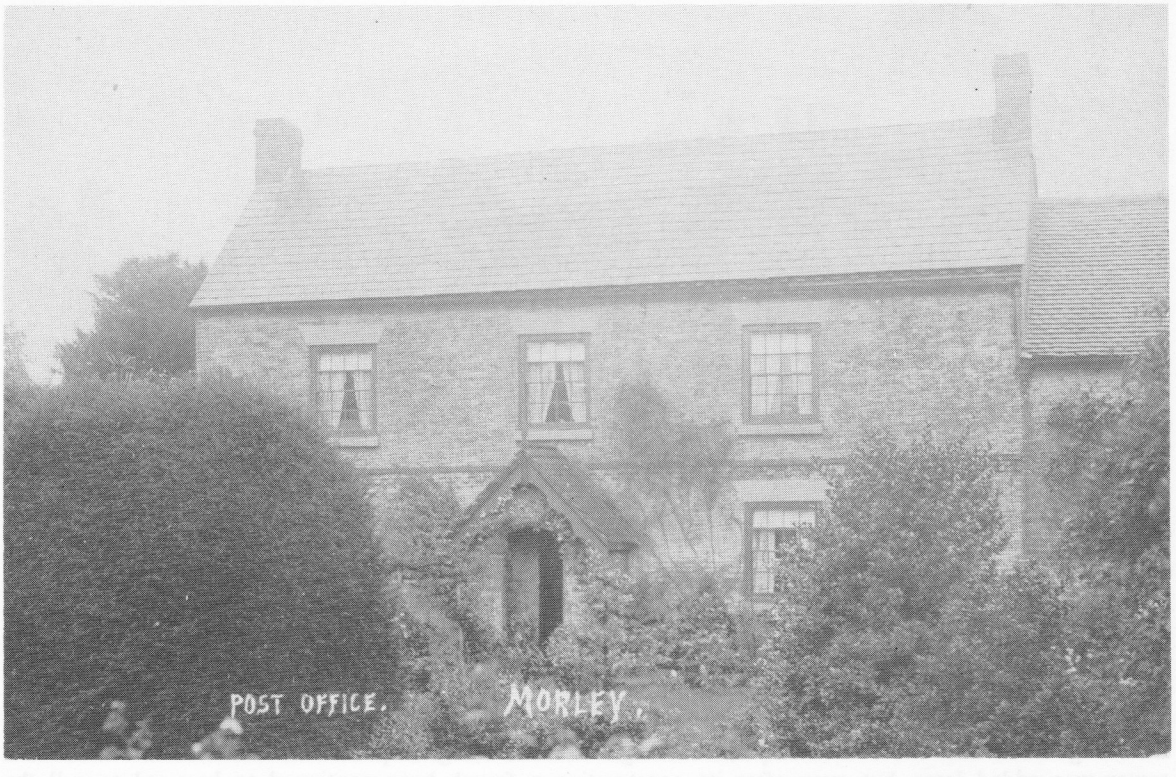
LONG EATON Market Place and St Laurence's church about 1905. The wide pavement in front of the parish church is the former site of old almshouses which were demolished about 1860. A site hut belonging to Messrs Perks & Son Ltd, building contractors of Long Eaton, is seen in front of the church wall and stonework is being unloaded from a dray. At this time extensions were being carried out at the rear of the church to provide a new vestry and organ loft. The caption indicates that the false notion of Long Eaton being in Nottinghamshire is not of recent origin.

LONG EATON The Garage, Nottingham Road about 1908. The Garage was built on the south side of Nottingham Road between the high level railway embankment and the corner of what later became Conway Street. It is highly likely that parts of the original structure are incorporated within what is now called Conway House. The Garage was built for Mr Launce Harriman, motor engineer, who appears to have disposed of his interest to Mr George A. Perks, the builder, by 1912. During the early 1920s ownership passed to Messrs Weatherall & Gamble, and again in about 1929 to Mr Wallis, son of a lace-machine builder who was extending his garage business already established in Derby Road and Oxford Street. Wallis & Co Ltd, as his business became known was then acquired by Mr E. Crowe and his son Mr N. Crowe who expanded during the 1930s first into cabin pressings for commercial vehicles and before long into sinks and baths, eventually becoming the well-known *Leisure* company.



LONG EATON The Garage, Nottingham Road about 1908. This view of the interior of The Garage shows the motors which Launce Harriman had for hire as he did not appear at this time to be selling vehicles. He advertised 'any make of car or cycle repaired' and sold petrol, oil and tyres. The hire charges were 3 guineas (£3.15) to £4 a day for distances not exceeding 100 miles. The vehicles, from left to right are an unidentified Derbyshire registered car *R 221* next to *R 761* which is a 1908 Humber, probably manufactured at the Beeston works which closed in late 1908. The car to the right of the Humber is a DeDion-Bouton, again of about 1908, and behind it is a large unidentifiable laundaulette. At the front is a Sunbeam, *EW 264*, a registration issued in Huntingdonshire about 1906.

LONG EATON 65 Wellington Street, 13 September, 1908. The message on this postcard contains the words '... this is Tira [sic] just going in from church ...' and was posted on the 21st of September 1908. The wedding was actually on the 13th of September when Terah Hooley, bachelor, 38, son of Richard Hooley, lace maker of 53 Wellington Street, married Priscilla Hannah Holland, spinster, 28, daughter of William Holland, farmer of 65 Wellington Street. Terah was a first cousin of the well-known financier Ernest Terah Hooley of Risley Hall.



MORLEY The Post Office, opposite the church, on Church Lane, 1907. The first record of a post-office in Morley is in 1891 but by 1900 it was located at Church Farm as the illustration shows, the postmistress being Mrs Sarah Ann Swindell. On 8 September 1930, the post-office was robbed and Health & Insurance stamps to the value of £1–17s–6d were stolen along with £1–2s–1d in cash. Mrs Swindell was still the postmistress when the robbery occurred and was eventually succeeded by her grand-daughter, Mrs A. Parkinson.

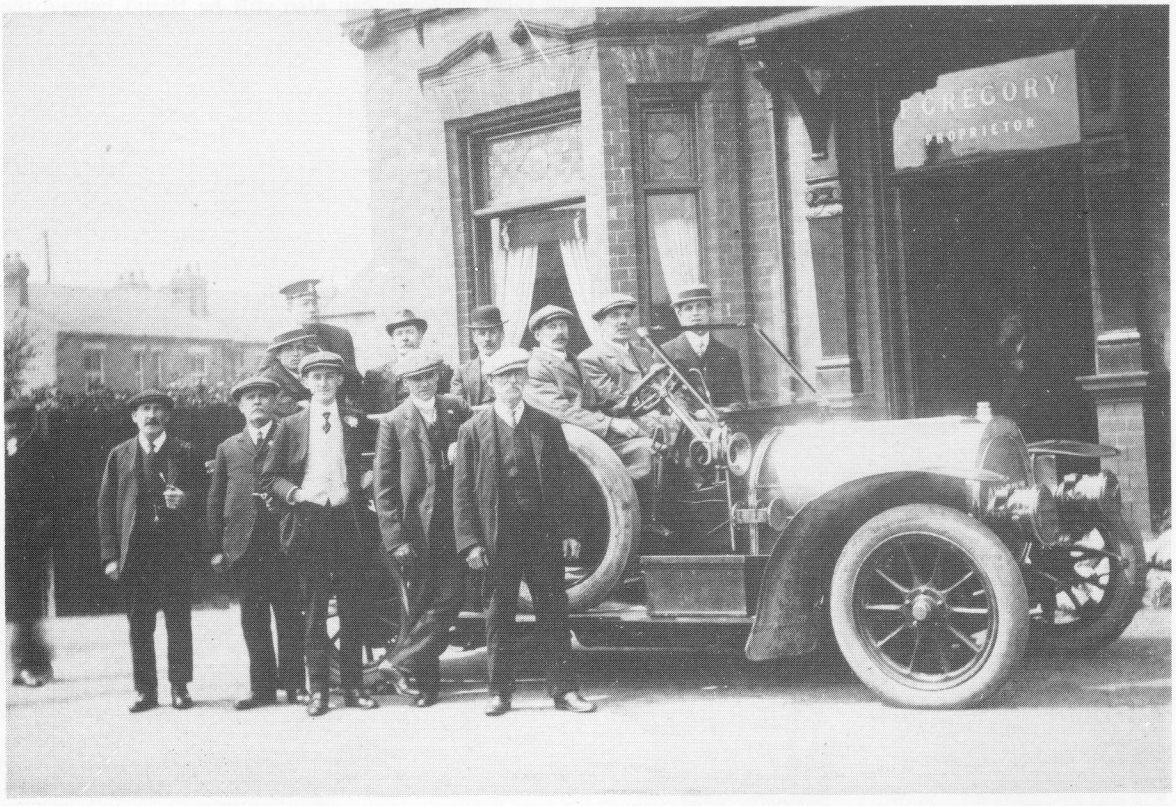
OCKBROOK Junction of Church Street with New Street from the south east about 1910. The grocer's shop on the corner was built in about 1902 and soon extended onto New Street by the addition of a small store. The owners were Henry Plant and his wife who lived in the next door semi but owned both of the adjoining properties. The tall building with decorative ridge tiles is Idridgehay House, once occupied by Horace Collins the boot and shoe repairer. The cottages to the left, with their large water butts, have been demolished. One was home to Granny Green, midwife to 'the poorer sort'. Nurse Sells of the Ridings, had the monopoly of 'better class confinements'.

OCKBROOK Moravian Settlement from the south, 1905. The Moravian Church became established in the village in the mid-1700s. The chapel, on the right with the triangular pediment, dates from 1752. The bell tower was added later, but even after its construction a french horn continued to be used to call the congregation to service. The Manse, of 1827, adjoins the chapel. Pictured centre is the former boys' school, built in 1821–22 but closed in 1915 and taken over by the girls' school which remains in residence today. The outbuildings to the rear probably include the pump house which housed a steam engine providing a regular flow of well-water for the settlement including the adjacent swimming baths. A headmaster's house was built between the school and The Manse in 1908 and this row of buildings, along with others on the settlement, now enjoy *Listed Building* status.

OCKBROOK Bare Lane looking south from near the point at which it becomes Green Lane, c.1908. The thatched building is part of the Top Manor Farm which was demolished in the 1960s. The farm belonged to the Windley family who had links with the village dating back to at least the C16. Opposite, a lady walks along a path that still gives access to the backs of houses in the nearby Moravian Settlement. The wall and buttresses provide a modern day reference point, indicating that the photographer was standing close to the Cross Keys public house. The walls of the farm building can also still be found behind the vegetation that has now colonized the eastern road verge.

RISLEY Risley Hall Gardens, Derby Road, 1906. The Rose Garden, situated to the south east of the Hall, is pictured in its heyday, with manicured lawns and topiary. The balustraded terrace, dating from the early C17, survives today and is a *Listed* structure. During the late Victorian and Edwardian periods Risley Hall was home to the renowned company promoter and financial speculator Ernest Terah Hooley.

RISLEY Brookside, off Derby Road before the First World War. To the north of All Saints' Church and the Latin School is an area known as *The City*. The ford and pedestrian bridge originally gave access to the village grocer-cum-post-office. Today the scene is little changed although the post office has closed. Church Cottage, on the left, now derelict, is one of a varied group of *Listed* buildings to be seen in the vicinity.



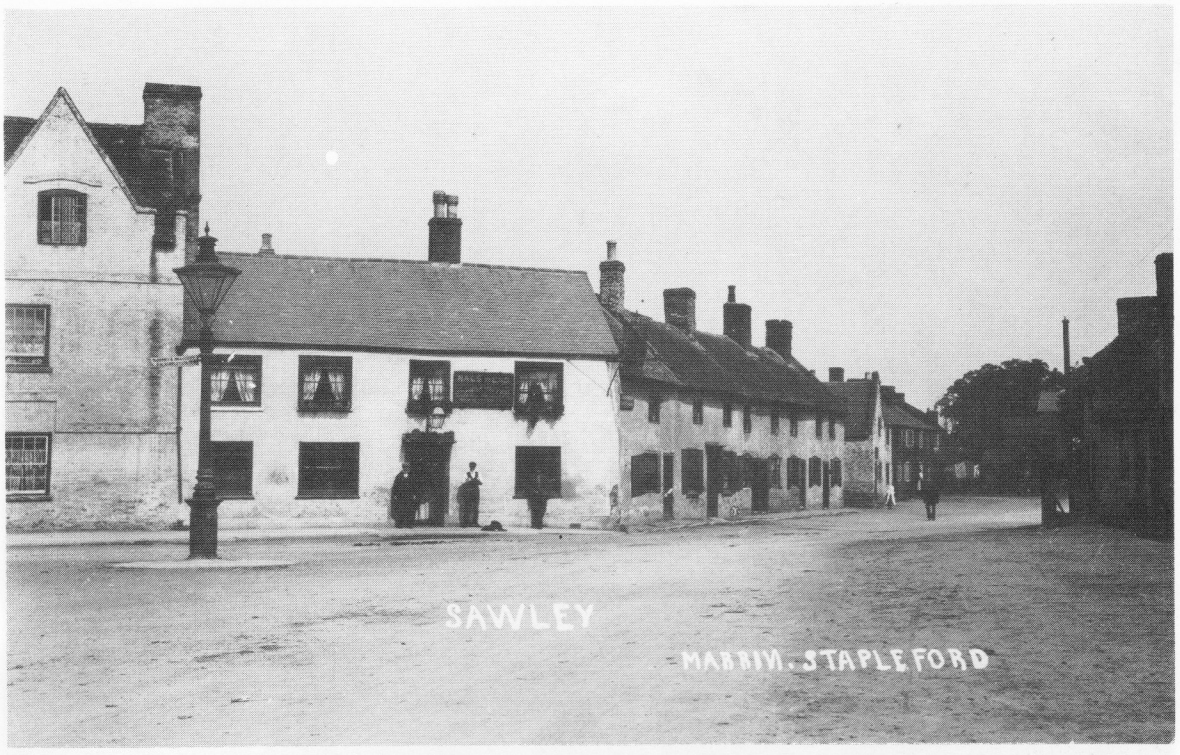
SANDIACRE Outside the Red Lion Public House, Derby Road, 1931. A 17 h.p. Maudslay of about 1908 which would, by the date of the photograph, be regarded as a curiosity. The Maudslay Motor Company was an offshoot of the famous engineering concern and was set up in 1902 in Coventry. Car production ceased in 1924 but commercial vehicles were produced until 1948. The occasion in the photograph was an outing of furnace foremen from the nearby Stanton Ironworks. The group includes Mr Matchett who is seen standing, leaning on the spare tyre. The present Red Lion, pictured, dates from 1888 and replaced a timber framed and thatched village inn on the same site. The Co-operative Society had yet to develop its store next door.

SANDIACRE Wesleyan Methodist Chapel, Church Street, c.1900. One of a series of lantern slides following a Methodist parade through Sandiacre at the turn of the last century. The parade is pictured here outside the *Top Chapel*, built in 1877, at the north end of Church Street (now Town Street). Between 1827 and 1901 six non-conformist chapels were built in Sandiacre, partly owing to divisions in the Methodist movement but also to cater for a rapidly growing population. *Top Chapel* was vacated in the 1970s and demolished soon afterwards.

SANDIACRE Church Street (now Town Street), looking north c.1905. The gable end of an older cottage property, centre, is surrounded by C18 and C19 development, dominated by the *Top Chapel*. Porch House, one of a small group of adjoining houses is in the foreground. Set back, on the east side is the Italian Warehouse, built as the Wesleyan Reform Chapel in 1857 and today part of Comet's retail premises. The cast iron gas lamp columns are of the same pattern as those presented to the parish by Ernest Terah Hooley and now preserved at Padmore Moorings.

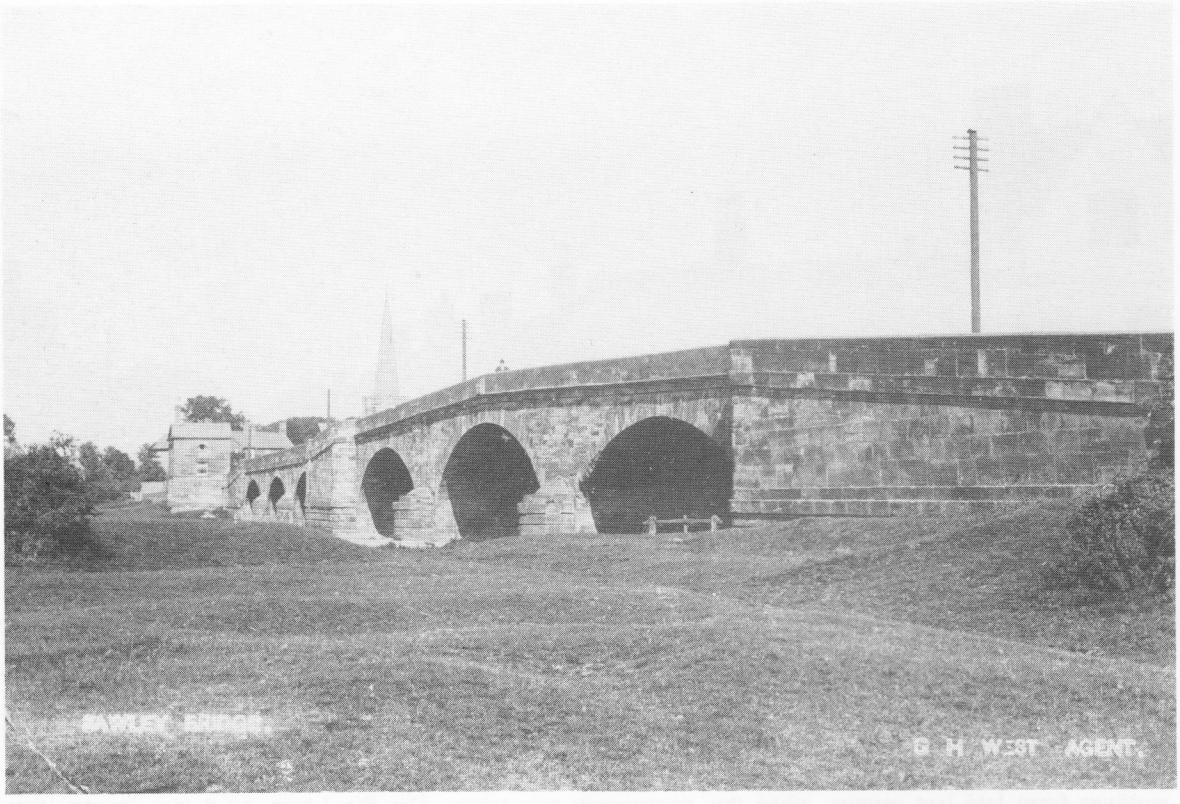
SANDIACRE Derby Road looking northwest from the *Market Place* in about 1900. The Methodist parade, with the Church Street Primitive Methodist Sunday School banner displayed, left, has gathered on the *Market Place*. The cast iron lamp column stands unprotected on the highway, its four original globe lanterns soon to be replaced by a single fitting (see below). The newly built terrace of houses (Nos 6–14) on Victoria Road were among the first buildings to be erected on the farm land, mostly belonging to Vine Farm, that lay to the west of Church Street (now Town Street). The Elms, on Stanton Road, can be seen in the distance. Within ten years this scene would have altered dramatically and today housing stretches west to the M1 motorway.

SANDIACRE Derby Road looking west from *Market Place* c.1908. In the late C19 the post-office was moved from Mill Lane, and eventually to the new building, pictured right, on the corner of King Edward Street. This confirmed the *Market Place* as a new commercial centre, close to the main transport routes but some distance from the heart of the old village. The detached house, left, is now Ladbrokes betting shop. The older three storied building, centre, was the original White Lion public house, demolished in about 1930, a popular hostelry with local cyclists. Furthest from the camera is Sally Langsdale's general store. Sally also owned a *Dobby* set, a hand driven children's roundabout, a popular attraction at local events. The ornate lamp column as pictured has lost its original globe lanterns. Sadly, today, the entire column has been *lost*.



SAWLEY Cross Place from the southwest, c.1905–6. The Nag's Head public house in the centre is all that survives from late last century when this photograph was taken. The *Big Lamp*, as it was known, was probably on the site of a much earlier market cross from which Cross Street (now Wilne Road) to the left took its name. To the right along Nottingham Road (now Tamworth Road) can be seen the village pump. On the left of the Nag's Head part of the Manor House is seen which, along with the other cottages, was demolished during the 1930s.

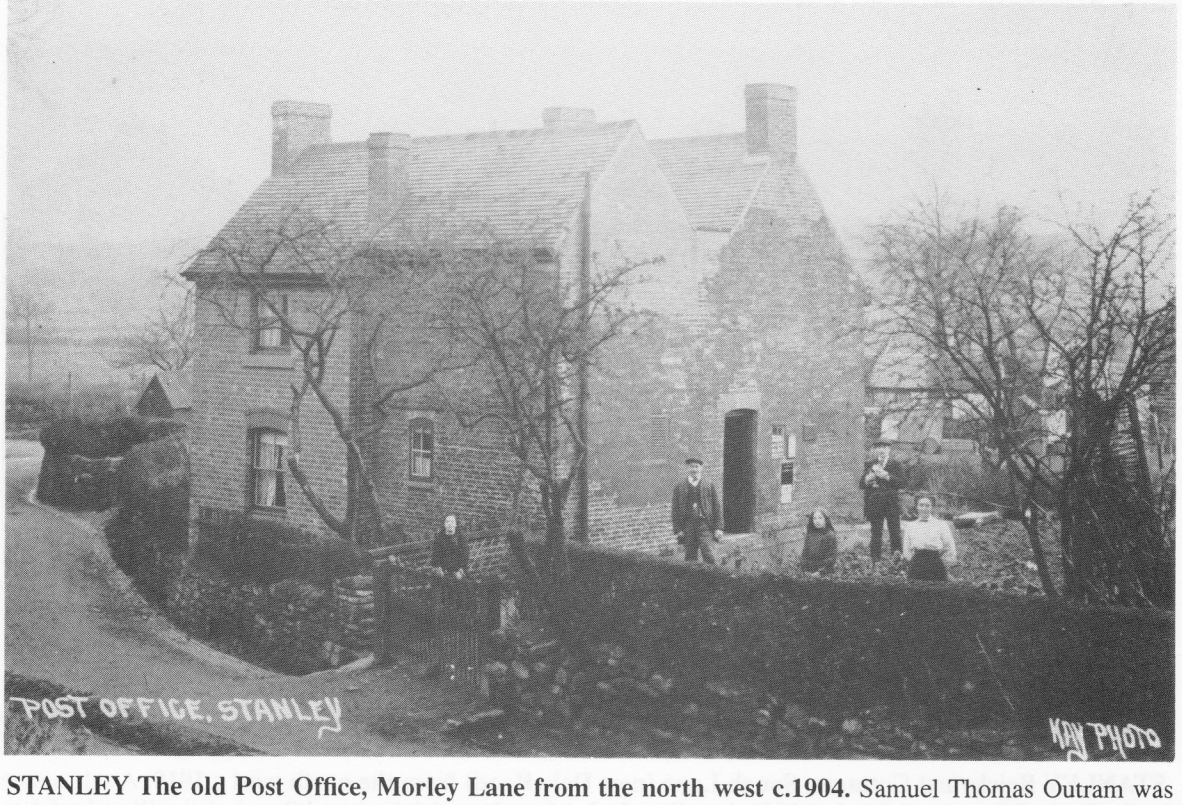
SAWLEY Midland Railway signal box, before the First World War. This elevated signal box was at the south end of Sawley Junction railway station by the side of the railway bridge (number 9) over Nottingham Road (now Tamworth Road). The railway junction is clearly seen with the left branch which, when the line was built went to Nottingham: to the right was Leicester and London. In the distance can be seen, over the canal in Long Eaton, the Midland Railway Sheet & Sack Stores where tarpaulin sheets for railway wagons were manufactured. This establishment provided considerable employment to the people of Sawley until it was closed during the 1960s. The signal box was made redundant by signalling improvements in 1969 and traffic is now controlled from the area box near the former Trent Station. The figure on the left of the photograph is the Stationmaster.



SAWLEY Harrington Bridge from the south, 1904. This stone-built, three arch bridge over the River Trent, along with the toll-houses and flood arches on the approach road to the north, was built in 1790 to replace a ferry which was about a quarter of a mile upstream to the left. Tolls were taken until 1882 and the main spans were replaced in 1905 by two steel arches. The toll-houses, one on each side of the road, continued in use as a single dwelling until they were demolished in the 1930s.

SAWLEY Wilne Lane looking towards the village, prior to the First World War. On the right of the photograph is a stretch of water where a small stream broadens out to form a pond known as Pym's Pit – a village pond in fact. Most of the cottages shown in this picture have been cleared away for many years and since the construction of the reservoir just outside the village, this road has become the main route to Draycott as well as Wilne. By the far end of the nearest row of cottages was a footpath leading to Lady Lea, a field now remembered by a nearby street name.

SAWLEY Wilne Lane, looking west c.1925. The aqueduct from the Derwent dams in the Derbyshire peak not only supplied water to Derby and Nottingham but also to Leicester. Wilne Lane in Sawley marked the point at which the Corporation of Leicester took responsibility from the Derwent Valley Water Board. There are water works buildings on each side of the road and here on the south side is the Leicester one with a keeper's house built early in the C20. The house has been recently sold by the water undertaking and although plastic framed windows have been inserted, the building has retained much of the obvious style it had when new.



STANLEY The old Post Office, Morley Lane from the north west c.1904. Samuel Thomas Outram was the village sub postmaster from the 1890s until his death in 1930. He is believed to be pictured here with his wife Hannah, his son William and his daughters Edith and Elsie. Daughter Gladys who became a local teacher was born in 1904. In 1934 Hannah built a new post-office close to the old building opposite the bottom of Morley Lane. Elsie (Mrs Simkins) succeeded her mother as postmistress. William Outram was the local postman and his son, William Stanley Outram, took over from his aunt and continued to run the post-office until 1979.

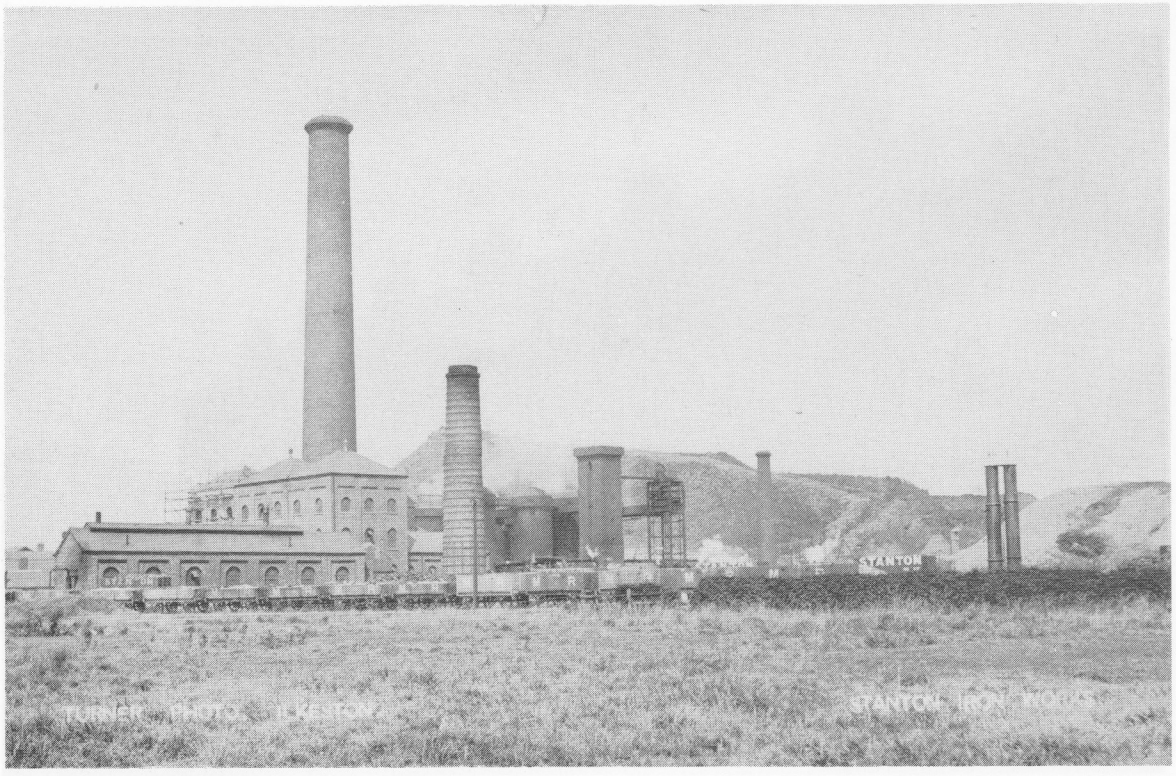
STANLEY Henry Hart's shop and beer-off, Hallam Road, (now Station Road) looking east prior to the First World War. Between the 1890s and the 1930s Derbyshire trade directories list Henry Hart as a shopkeeper and beer retailer. His shop, pictured with a wooden sign over the door was at the end of what was known locally as the *Long Drag*. Henry or *Harry* Hart is believed to have been the second paid driver for Felix, the village based bus company started by Norman Frost in 1922. His wife ran the shop. His sister also kept a beer-off in Stanley Common. Today Henry Hart's shop survives as a house and in spite of development to the north side of the road, the scene is still recognisable.

STANLEY Brickyard Cottages, Sough Lane (now Dale Road) from the north west c.1919. A sale notice in the Derby Mercury of October 1858 describes the brickworks as having two kilns, a clay mill and a 6 h.p. steam engine. Between 1875 and 1876 the average output was 30,000 bricks per year. Production had finished by the late C19 and the terraces of six and sixteen houses, pictured, and two cottages were built near the brickyard site to provide homes for a growing coal mining community. The cottage with the trellis porch, left, was a sweet shop and the man with the bicycle is believed to be Ernest Wheatley. The cottages were demolished in the early 1970s.

STANTON-BY-DALE Dale Road from the west c.1903. The Methodist church was built in 1860 and the front extended early this century after the picture was taken. The Chequers public house, nearest the camera and N^os^ 4–12 Dale Road were built as a row of simple workers' cottages and appear on the 1844 tithe map. The unusually large protruding lintels over the windows are identical to those seen on *Twelve Houses* at New Stanton. (see below)

STANTON IRONWORKS *Twelve Houses*, New Stanton, at the east end of Sowbrook Lane, c.1918. This terrace was built in the mid-1840s before 1848 by Benjamin Smith & Sons for workers at their recently established ironworks adjacent to the nearby Nutbrook Canal. The houses, now *Listed Grade II*, survive in private ownership. Close by are *Four Houses* on Littlewell Lane and *Eight Houses* on Quarry Hill Road. Although of later dates, these properties also once had associations with Stanton Ironworks.

STANTON IRONWORKS Spun concrete plant, looking east from Littlewell Lane, c.1922. Having acquired the rights from Australian inventor Mr Hume, the Stanton Company pioneered the manufacture of concrete pipes by the centrifugal method. The first concrete plant, pictured with the Old Works beyond, was built between 1921 and 1923. Stanton was soon making a range of concrete products including kerbs, slabs and lighting columns and, seventy years on, concrete pipes are still made close to the same site by Stanton Bonna Concrete Limited. The ironworks' *cinder* tips can be seen in the background; in many parts of Britain slag is called cinder.



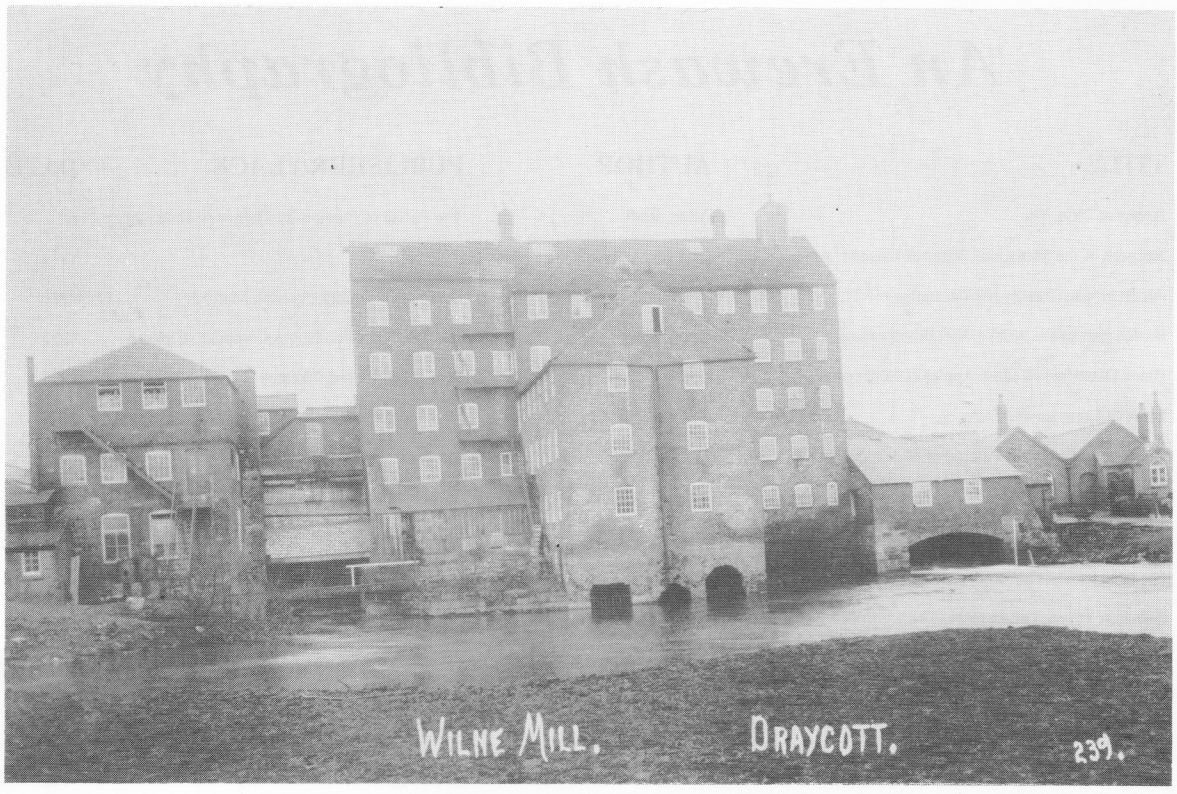
STANTON IRONWORKS The Old Works off Low's Lane from the south c.1904. A view taken from close to the site of the later Low's Lane Head Office building. Hoists for raising the charge to the furnace tops and dome-topped Cowper stoves for heating the air for the blast are in the centre foreground. The tall buildings housed the blast engines and behind are the old *cinder* tips (see above). Today the only surviving building is believed to be part of the single storey locomotive shed. This is incorporated into a group of buildings which until recently served as the Engineering Workshops.

TRENT LOCK Looking downstream c.1907. This popular resort, much used by the people of Sawley and Long Eaton is situated at the junction of the Erewash Canal with the River Trent: it is also opposite from the confluence of the River Soar with the Trent and adjacent to the Cranfleet Cut which bypasses the navigation weir on the River Trent at Red Hill. In the background can be seen the railway bridges over the Trent which carry the main railway lines of the midlands from Derbyshire into Nottinghamshire and south through the Red Hill tunnels to the capital. The Trent Valley Sailing Club was founded in 1886. Their headquarters, opened in 1907, can be seen with much bunting flying from the mast. Perhaps it was a bank holiday or a Sunday regatta. Just astern of the *S.Y. Ermine* is the old horse ferry boat which transported the canal boat-hauling horses over the River Trent between the Erewash Navigation and the Soar Navigation.

WEST HALLAM Stanley Colliery from the railway station, looking north, c1920. Stanley Colliery (*Nibble 'em*) was sunk in 1891 for the Mapperley Colliery Company. Problems from an underground spring delayed coaling until late in 1896. The water was purified and pumped to a reservoir at Smalley Common and then piped into Stanley, Stanley Common, Smalley Common and West Hallam. The mine closed in 1961. The derelict site was opencast around 1970–72 and the land reclaimed and landscaped. Some pit-head buildings and the baths remain in industrial use to-day. Notable in this view are the pre-grouping railway wagons including two, belonging to the Hull and Barnsley Railway, carrying that company's advertising slogan *Continental Route via Hull* and the Great Northern twinfaced angled station nameboard, *West Hallam for Dale Abbey* (the station was in the latter parish). After railway grouping in 1923 this board was replaced by a more modest, flat, LNER board which it retained until the line closed in 1968.

WEST HALLAM The Village from the east, 1905. Four farms were built within the village during the C18. Three can be seen in this picture; the Punch Bowl, now a public house, on the right; Derbyshire's Farm jutting out into the road and Poplar Farm, the gable end of which is seen in the far distance. None of the four are farms today, in fact Derbyshire's Farm was demolished in 1975 and has been replaced by a shopping development.

WEST HALLAM Baldock's Mill, viewed from the north, 1896. Actually in Dale Abbey parish, the mill is the earliest mentioned in *The Cartulary of Dale Abbey*. At the Dissolution it was sold to Francis Pole. The last remains of the ancient mill, an C18 brick structure with C17 fabric, were destroyed about 1930, The water was diverted from Stanley Brook and to-day remnants of ponds, dam and banks can still be discerned alongside the public footpath from Cat and Fiddle Lane to Stanley. The cottage seen in the picture still remains. The photographer was John H. Wood, one of the partners of Wood's Lace Manufacturers who occupied part of the Kensington Works off Nottingham Road, Ilkeston.



WILNE The Cotton Mill on the River Derwent from the south (downstream), 1908. This huge cotton mill was built, like many others, on an ancient water-power site, one of the two in the Domesday survey of the Hundred of Sawley, the other being on the River Erewash at Long Eaton. As well as its original use as a corn mill, the site was used for the fulling of cloth and for lead rolling and slitting. The cotton mill was erected in about 1780 on Mr Arkwright's principles and employed many people from the nearby villages of Draycott and Sawley. The main building caught fire and was destroyed in 1917 but re-building took place in 1924 and spinning continued until after the Second World War. The site is now used for the manufacture of pyrotechnics and explosives, well suited to the remote location.

WILNE The River Derwent – Timeless. Fishing as a recreation has a long history in the area and this view on a quiet backwater of the Derwent shows the typical light gear employed by the local sportsmen of the inter-war period. Today's high tech equipment is not so easily carried.

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Little Eaton – Little Hallam – Locko – Long Eaton
Morley – Ockbrook – Risley – Sandiacre – Sawley
Stanley – Stanton Ironworks – Stanton-by-Dale
Trent Lock – West Hallam – Wilne

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